



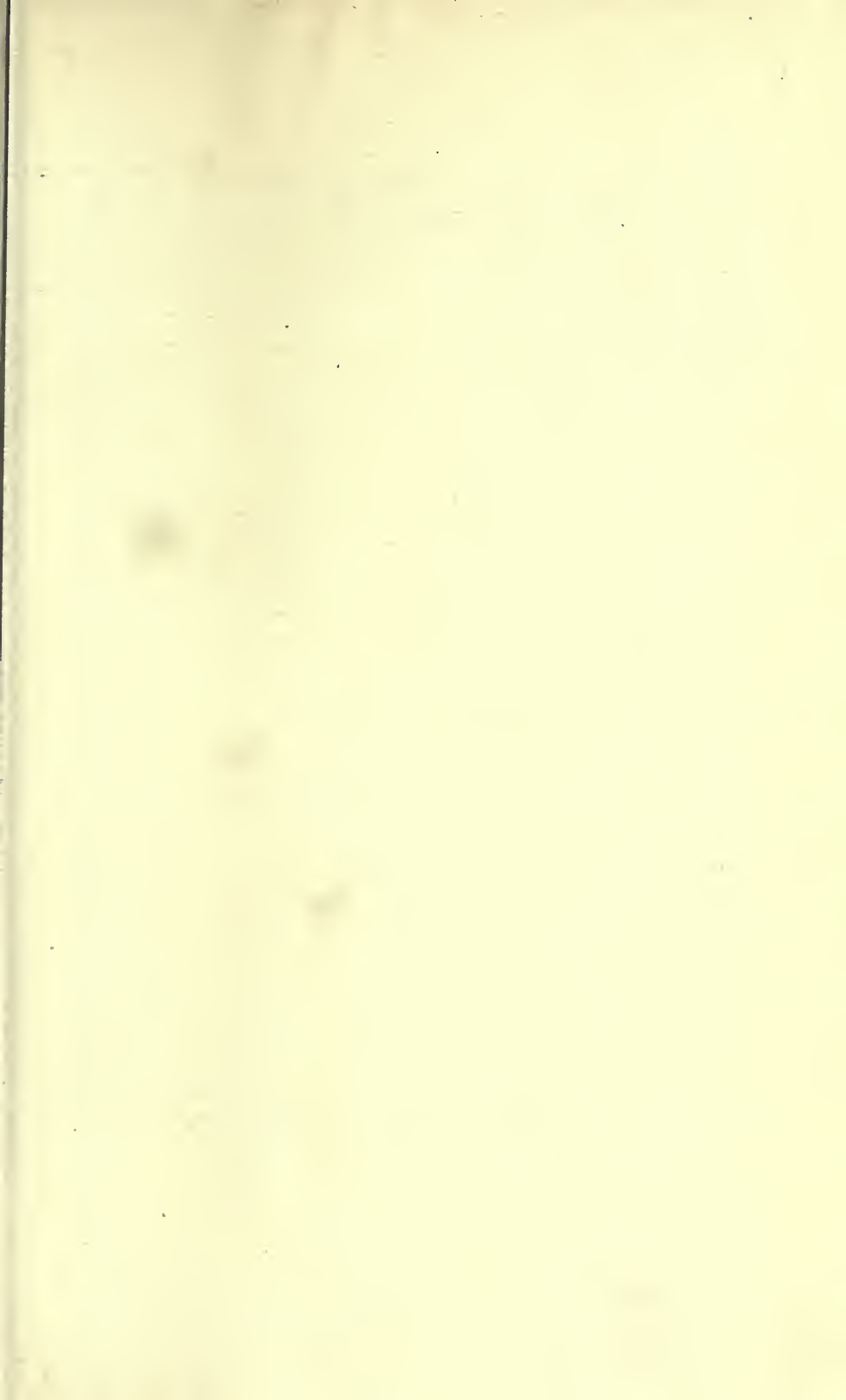
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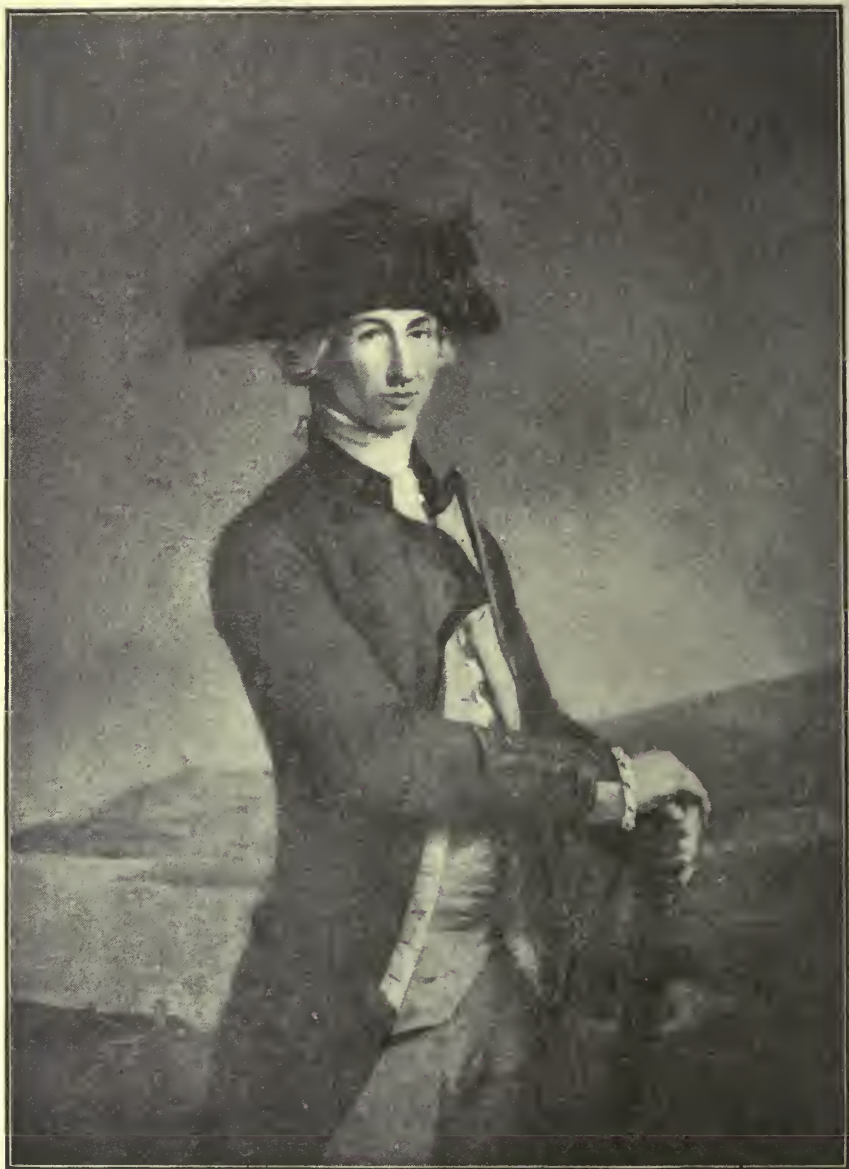


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THE NELSON WHOM
BRITONS LOVE





BY RIGAUD. GIVEN BY THE ADMIRAL TO CAPT. WM. LOCKER.

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THE NELSON WHOM BRITONS LOVE

COMPILED BY
HORATIO, THIRD EARL NELSON

SANS PEUR ET
SANS REPROCHE



SECOND EDITION

LONDON
JARROLD & SONS, 10 & 11, WARWICK LANE, E.C.

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THE FOREWORD.

IN Nelson's day the press-gang was ruthlessly resorted to to man our ships of war. Some of the crews were filled up by convicts, and they were all ruled with a rod of iron. It is not to be wondered at that they were often found to be on the verge of mutiny.

In the midst of this absence of all Christian love as the rule of government, it is refreshing to find our great Admiral devoting himself, through every part of his life, to put an end to this state of things, and ever to stand forth as the sailors' friend.

It is my desire, in this little brochure, to bring into prominence the two noblest traits of his character.

1. *His self-sacrificing love for King and Country*, as Admiral Sir Wm. Fremantle writes: "Both as a strategist and tactician he ever aimed at the total defeat of his enemy, and to gain the supremacy of the sea, which Pitt told us was a paramount necessity for the security of our country."

(2) *His deep sympathy for his fellow-men*, specially shown in his discriminating appreciation

of all, both officers and men, with whom he was brought into personal contact.

Captain Mahan writes: "While Nelson was very human in his weaknesses, his patriotism was extremely useful because it was enthusiastic and infectious.

"The charm of his personality diffused itself as a motive force among his followers, expanding their views, accelerating their impulses, and thus assuring their devotion to the ends he had in view."

There were no jealousies and no quarellings in the fleets under his command. They fought as "a band of brothers," and every sailor knew he would ever be treated with justice and sympathy as a fellow-man.

NELSON.

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The Nelson whom Britons Love

PART I.

HORATIO was the third surviving son of the Rev. Edmund Nelson and Catherine Suckling. There is a strong tradition that he was descended from the Nelsons of Maudesley, who had the same coat-of-arms and the same motto : "Faith and Works." This



family were prominently devoted to one another, as witnessed by their several wills, in which hardly a living relative is forgotten. Nevertheless, much of Nelson's character was inherited from his mother, whose great uncle, Galfridus Walpole, lost an arm in a plucky fight with the French in Vado Bay; and whose brother Maurice Suckling commanded the "Dreadnought" in the victory off Cape François, October 21st, 1757, an anniversary not forgotten on the eve of Trafalgar.

THE AUTOBIOGRAPHY.

"I WAS born September 29th, 1758. On the disturbance with Spain relative to the Falkland Islands (in 1770), I went to sea with my uncle, Captain Maurice Suckling, in the 'Raisable,' of 64 guns. But the business with Spain being accommodated, I was sent in a West India ship belonging to the house of Hibbert, Purrier & Horton, with Mr. John Rathbone, who had formerly been in the navy, in the 'Dreadnought' with Captain Suckling. From this voyage I returned to the 'Triumph' at Chatham in July, 1772, and if I did not improve my education, I returned a practical seaman, with a horror of the Royal Navy, and with a saying, then constant with the seamen, 'aft the most honour, forward the better man.'

It was many weeks before I got in the least reconciled to a man-of-war, so deep was the prejudice rooted ; and what pains were taken to instil this erroneous principle in a young mind ! However, as my ambition was to be a seaman, it was always held out as a reward, that if I attended well to my navigation, I should go in a cutter and decked long-boat, which was attached to the commanding officer's ship at Chatham. Thus by degrees I became a good pilot, for vessels of that description, from Chatham to the Tower of London, down the Swin, and to the North Foreland ; and confident of myself amongst rocks and sands, which has many times since been of the very greatest comfort to me. In this way I was trained, till the expedition towards the North Pole was fitted out ; when, although no boys were allowed to go in the ships (as of no use), yet nothing could prevent my using every interest to go with Captain Lutwidge in the 'Carcass' ; and as I fancied I was to fill a man's place, I begged I might be his coxswain ; which, finding my ardent desire for going with him, Captain Lutwidge complied with, and has continued the strictest friendship to this moment. Lord Mulgrave, whom I then first knew, continued his kindest friendship and regard to the last

moment of his life. When the boats were fitting out to quit the two ships blocked up in the ice, I exerted myself to have the command of a four-oared cutter, which was given me with twelve men, and I prided myself in fancying I could navigate her better than any other boat in the ship. On our arrival in England we were paid off, 15th October (1773)."

The story of Nelson from Captain Lutwidge's reminiscences must not be omitted, how he slipped away from the ship in pursuit of a polar bear. The musket had flashed in the pan, and he was seen trying to brain the bear with the butt end, when a gun fired from the ship fortunately frightened the bear away.

His answer was characteristic, "I wanted to get his skin for my father."

To resume the autobiography :

"I found that a squadron was fitting out for the East Indies, and nothing less than such a distant voyage could in the least satisfy my desire of maritime knowledge, and I was placed in the 'Seahorse,' of 20 guns, with Captain Farmer, and watched in the foretop ; from whence in time I was placed on the quarter-deck, having

in the time I was in this ship visited almost every part of the East Indies, from Bengal to Bussorah. Ill health induced Sir Edward Hughes, who had always shown me the greatest kindness, to send me to England in the 'Dolphin,' of 20 guns, with Captain James Pigot, whose kindness at that time saved my life.

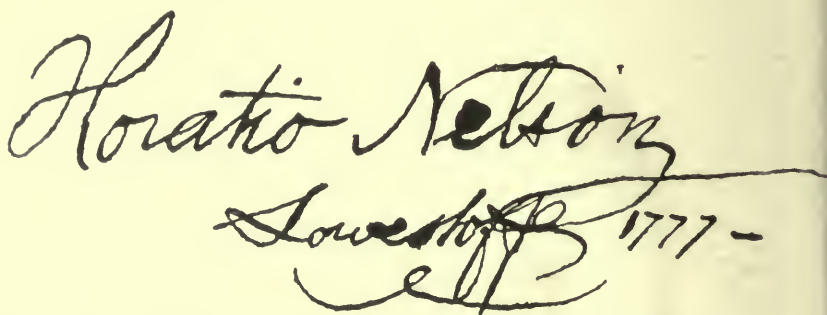
"This ship was paid off at Woolwich on 24th September, 1776. On the 26th I received an order from Sir James Douglas, who commanded at Portsmouth, to act as lieutenant of the 'Worcester,' 64, Captain Mark Robinson, who was ordered to Gibraltar with a convoy. In this ship I was at sea with convoys till 2nd April, 1777, and in very bad weather.

"But although my age might have been a sufficient cause for not entrusting me with the charge of a watch, yet Captain Robinson used to say, 'he felt as easy when I was upon deck as any officer in the ship.'"

When going up for his examination as Lieutenant, a record of his services for six years and three months showed that he had filled every office necessary for his promotion ; had produced journals kept by himself in the ships on which he had served, and was fully qualified as an able seaman and mid-

shipman. His Uncle Maurice, who had purposely concealed his relationship from the other examining officers, presided. His answers were prompt and satisfactory. At the conclusion his uncle introduced him, saying, "I knew he would pass a good examination, and I have not been disappointed."

Captain William Locker commanded the "Lowestoffe." Nelson never forgot him; some eighty letters passed between them. He presented him with his picture by Rigaud. When Captain


 A handwritten signature in dark ink. The top line reads "Horatio Nelson" in a cursive script. Below it, the word "Lowestoffe" is written in a similar cursive style, followed by "1777 -". The signature is written over a horizontal line.

NELSON'S SIGNATURE TO HIS "BOOK OF NAVIGATION," AS
LIEUTENANT OF THE *LOWESTOFFE*.

Locker died, he left Nelson his watch, which was treasured to the end of his life.

To resume the autobiography :

"On 9th April, 1777, I passed my examination as a lieutenant, and received my commission the next day, as second lieutenant of the 'Lowestoffe,' frigate of 32 guns, Captain William

Locker. In this ship I went to Jamaica ; but even a frigate was not sufficiently active for my mind, and I got into a schooner, tender to the 'Lowestoffe.' In this vessel I made myself a complete pilot for all the passages through the (Keys) Islands situated on the north side of Hispaniola. Whilst in this frigate an event happened which presaged my character ; and, as it conveys no dishonour to the officer alluded to, I shall relate it.

"Blowing a gale of wind, and very heavy sea, the frigate captured an American letter of marque. The first lieutenant was ordered to board her, there was some delay in finding his sword, on which the captain said, 'Have I no officer in the ship who can board the prize?' The master then ran to the gangway to get into the boat ; when I stopped him, saying, 'It is my turn now ; and if I come back it is yours.' This little incident has often occurred to my mind ; and I know it is my disposition that difficulties and dangers do but increase my desire of attempting them. Sir Peter Parker, soon after his arrival at Jamaica, 1778, took me into his own flag-ship, the 'Bristol,' as third lieutenant ; from which I rose by succession to be first. Nothing particular happened whilst I was in this ship, which was actively employed

off Cape François, being the commencement of the French war.

“On the 8th December, 1778, I was appointed commander of the ‘Badger’ brig; and was first sent to protect the Mosquito shore and the Bay of Honduras from the depredations of the American privateers.

“Whilst on this service I gained so much the affection of the settlers that they unanimously voted me their thanks, and expressed their regret on my leaving them; entrusting me to describe to Sir Peter Parker and Sir John Dalling their situation, should a war with Spain break out. Whilst I commanded this brig, H.M.S. ‘Glasgow,’ Captain Thomas Lloyd, came into Montego Bay, Jamaica, where the ‘Badger’ was laying; in two hours afterwards she took fire by a cask of rum; and Captain Lloyd will tell you that it was owing to my exertions, joined to his, that his whole crew were rescued from the flames.

“On 11th June, 1779, I was made post into the ‘Hinchinbrook.’ When, being at sea, and Count d’Estaing arriving at Hispaniola with a very large fleet and army from Martinique, an attack on Jamaica was expected.

“In this critical state I was, by both Admiral and General, entrusted with the command of

the batteries at Port Royal; and I need not say, as the defence of this place was the key to the port of the whole naval force, the town of Kingstown and Spanish Town, was the most important post in the whole island.

"In January, 1780, an expedition being resolved on against St. Juan's, I was chosen to command the sea part of it. Major Polson, who commanded, will tell you of my exertions, how I quitted my ship, carried troops in boats 100 miles up a river, which none but Spaniards since the time of the buccaneers had ever ascended. It will then be told how I boarded, if I may be allowed the expression, an outpost of the enemy, situated on an island in the river; that I made batteries, and afterwards fought them, and was a principal cause of our success. From this scene I was appointed to the 'Janus,' 44, at Jamaica, and went to Port Royal in the 'Victor' sloop.

"The fever which destroyed the army and navy attached to that expedition was invariably from 20 to 30 days before it attacked the newcomers, and I cannot give a stronger instance than that in the 'Hinchinbrook,' with a complement of 200 men, 87 took to their beds in one night! and of the 200, 145 were buried in mine and Captain Collingwood's time, and

I believe very few, not more than ten, survived of that ship's crew—a proof how necessary expedition is in those climates.

"My state of health was now so bad that I was obliged to go to England in the 'Lion,' the Honourable William Cornwallis, captain, whose care and attention again saved my life.



COLLINGWOOD'S
SKETCH OF NELSON.

"In August, 1781, I was commissioned for the 'Albemarle,' and it would almost be supposed, to try my constitution, was kept the whole winter in the North Sea.

"In April, 1782, I sailed with a convoy for Newfoundland and Quebec, under the orders of Captain Thomas Pringle."

A good story is told of Collingwood and Nelson, when they were captains together in Antigua. Nelson having had his hair cut off in a fever, could not purchase a proper wig, so Collingwood made the above caricature of him. Nelson made

another of Collingwood in the pink of fashion. Mrs. Mowbray, wife of the Governor, obtained the original sketches, which her relative, Bishop Stanley, of Norwich, lithographed.

This is interesting in reference to their subsequent meetings at St. Vincent and Trafalgar.

“From Quebec, during a cruise off Boston, I was chased by three French ships of the line, and the ‘Iris’ frigate; as they all beat me in sailing very much, I had no chance left but running them amongst the shoals of St. George’s Bank. This alarmed the line-of-battle ships, and they quitted the pursuit; but



NELSON'S SKETCH OF
COLLINGWOOD.

the frigate continued, and at sunset was little more than gunshot distance, when, the line-of-battle ships being out of sight, I ordered the maintop sail to be laid to the mast, on this the frigate tacked, and stood to rejoin her consorts.

“In October I sailed from Quebec with a

convoy to New York, where I joined the fleet under the command of Lord Hood; and in November I sailed with him to the West Indies, where I remained till the peace, when I came to England, being directed in my way to attend H.R.H. the Duke of Clarence on his visit to Havana, and was paid off at Portsmouth on July 3rd, 1783.

“In the autumn I went to France, and remained there till the spring of the year 1784, when I was appointed to the ‘*Boreas*’ frigate of 28 guns, and ordered to the Leeward Islands station.

“This station opened a new scene to the officers of the British Navy. The Americans, when colonists, possessed almost all the trade from America to our West India Islands, and on the return of peace, they forgot, on this occasion, that they became foreigners, and of course had no right to trade in the British Colonies.

“Our governors and custom-house officers pretended that by the Navigation Act they had a right to trade; and all the West Indians wished what was so much to their interest. Having given governors, custom-house officers, and Americans, notice of what I would do, I

seized many of their vessels, which brought all parties upon me; and I was persecuted from one island to another, so that I could not leave my ship. But conscious rectitude bore me through it, and I was supported when the business came to be understood, from home, and I proved (and an Act of Parliament has since established it) that a captain of a man-of-war is in duty bound to support all the maritime laws, by his admiralty commission alone, without becoming a custom-house officer."

The following description of Nelson's system of teaching his youthful officers is taken from a letter written by Lady Hughes (Nelson's passenger on board the "Boreas" to join her husband in the West Indies):

"As a woman, I can only judge of those things that I could comprehend, such as his attention to the young gentlemen who had the happiness of being on his quarter-deck. It may reasonably be supposed that among the number of thirty, there must be timid as well as bold; the timid he never rebuked, but always desired to show them he desired nothing of them that

he would not instantly do himself, and I have known him say—‘Well, sir, I am going a race to the mast-head, and I beg I may meet you there.’ No denial could be given to such a wish, and the poor fellow instantly began his march. His lordship never took the least notice with what alacrity it was done, but when he met in the top, instantly began talking in the most cheerful manner, and saying how much a person was to be pitied that could fancy there was any danger or even anything disagreeable in the attempt. In like manner he every day went to the schoolroom and saw them do their nautical business, and at twelve o’clock he was first upon the deck with his quadrant. No one there could be behindhand in his business when their captain set them so good an example. One other circumstance I must mention which will close the subject, which was the day we landed at Barbadoes. We were to dine at the Governor’s. Our dear captain said, ‘You must permit me, Lady Hughes, to carry one of my aides-de-camp with me,’ and when he presented him to the Governor, he said, ‘Your Excellency must excuse me for bringing one of my midshipmen, as I make it a rule to introduce them to all the good company I can; they have few to look

up to besides myself during the time they are at sea.'” Nelson continues—

“In July, 1786, I was left with the command till June, 1787, when I sailed for England. During the winter H.R.H. the Duke of Clarence visited the Leeward Islands in the ‘Pegasus’ frigate, of which he was captain. And in March this year, I married Frances Herbert Nisbet, widow of Dr. Nisbet, of the Island of Nevis.”

This concludes the autobiography up to 1787, when he spent six years as a country gentleman, living at Burnham Thorpe. It is reported that he was fond of shooting, and used to attend coursing meetings. He made a lake in the Rectory grounds, the size of one of his ships. The following letter to his brother-in-law may be of interest :

“Burnham Thorpe, May, 1792.

“I have sent for the mare and the amount, 22 guineas and 4/- for the cheese. I am very much obliged for the trouble you have taken about the mare. I think there must be some other expenses attending the purchase and her keep, which if you will let me know I shall repay with thanks. My anxious and good wishes will always attend you and my dear

sister ; Mrs. Nelson joins me in kindest regards.

“Your most affectionate,
“HORATIO NELSON ——”

He took a great interest in the depressed state of the agricultural labourers, and drew up a carefully devised scheme for their benefit. Nelson writes :—

“On the 27th January, 1793, I was commissioned in the handsomest way to the ‘Agamemnon,’ 64 guns, and was put under the command of that great and excellent officer, Lord Hood.”

A good many Norfolk men and “Thorpers” joined, and before leaving Nelson gave the parishioners a feast, from which young High, son of the Admiral’s nurse, was excluded. Nelson found him fighting out the quarrel with a lad bigger than himself and was much pleased by his valiant conduct. He henceforth went by the name of “Valiant High.”

The following letter he sent to his wife from Gibraltar, giving his opinions of a bull fight which he had attended with some of the officers of the fleet.

“A bull feast was exhibited, for which the

Spaniards are famous, and from the dexterity in attacking and killing these animals the ladies choose their husbands. We English had certainly to regret the want of humanity in the dons and the donnas. The amphitheatre will hold sixteen thousand people, and twelve thousand were present. Ten bulls were selected, and one brought out at a time. Three cavaliers on horseback and footmen with flags were the combatants. We had what is called a fine feast, for five horses were killed, and two men very much hurt ; had they been killed it would have been quite complete. We felt for the bulls and horses, and I own it would not have displeased me to have seen some of the dons tossed by the enraged animal. How women can even sit out, much less applaud, such sights, is astonishing. It even turns us sick, and we could hardly go through it ; the dead, mangled horses with the entrails torn out, and the bulls covered with blood were too much. However, we have seen one bull-feast, and agree that nothing shall tempt us to see another. The better sort of people never miss one if within reach of them ; and the lowest will sell his jacket or go without his victuals rather than be absent."



MINIATURE WHICH BELONGED TO THE VISCONTRESS, SUPPOSED TO HAVE
BEEN TAKEN AT GENOA.

PART II.

THIS is the beginning of his great fighting career. He never looked for making prizes, but ever sought for the positions where greater glory was to be obtained, and when money did come in from the prizes won in his great battles, he never thought of himself. "£500 to my father," "£100 to the poor of Burnham Thorpe," "£500 to my brother Bolton."

It will be well to give a short account of the state of affairs when he reached the Mediterranean in 1793.

At Naples, the King and his brother, the King of Spain, were anxious for an alliance with the French Republic. The Queen was striving for an alliance with Austria and England. Lady Hamilton, as the wife of our Ambassador, worked strenuously to support the Queen's desires, and the arrival of a man with such energy as Nelson at once turned the

balance in favour of an alliance with England. In



“FROM HORATIO NELSON
TO
LADY HAMILTON,
1796.”

1796 Lady Hamilton sent Lord Nelson the important information that Spain had joined France two months before the treaty was made public. On the strength of this information Nelson was prepared to seize any Spanish man-of-war he might meet, and presented Lady Hamilton with a brooch in acknowledgment.

The autobiography continues :

“The unbounded confidence placed in me by Lord Hood will show his opinion of my abilities, having served in the command of the seamen landed to take part in the siege of Bastia and Calvi. Lord Hood left the Mediterranean command 1797, and was succeeded by Lord Hotham, who also honoured me with the same confidence.

“I was in the actions on the 13th and 14th

of March, and on the 13th of July in the year 1795.

"I was then appointed by Lord Hotham to co-operate with the Austrian General, De Vins, which I did all the time he retained the command till November, when he was superseded by Sir John Jervis now Earl St. Vincent.

"In April, 1796, the Commander-in-Chief so much approved of my conduct that he directed me to wear a Distinguishing Pendant. In June I was removed from the 'Agamemnon' to the 'Captain,' and on the 11th of August had a Captain appointed under me. Between April and October I was employed in the blockade of Leghorn, taking Porto Ferrajo, the Island of Caprea, and finally in the evacuation of Bastia ; when, having seen the troops in safety to Porto Ferrajo, I joined the Admiral in Fiorenzo Bay, and proceeded with him to Gibraltar ; whence I was sent in 'la Minervi' frigate, Captain George Cockburn, to Porto Ferrajo to bring down our naval stores. He refers to Drinkwater's account for the details of the battle of St. Vincent. In April, 1797, I hoisted my flag as Rear-Admiral of the Blue, and was sent to bring down the garrison from Porto Ferrajo."

The following are a few details explaining the autobiography:—

Lord Hotham's action off Genoa, from the log of the "Agamemnon."

"March 13th, at daylight.—Enemy's fleet in the S.W., about three or four leagues with fresh breezes. Signal for a general chase. At eight a.m., a French ship of the line carried away her main and foretopmasts. (Collision of 'Ca Ira' with 'La Victoire.') At a quarter-past nine the 'Inconstant' frigate (Capt. Fremantle) fired at the disabled ship, but, receiving many shot, was obliged to leave her. At ten a.m., tacked towards the disabled ship, and two other of the line. The disabled ship proved to be the 'Ca Ira' of 84 guns and 1,300 men, and the two other the 'Sans Culotte' 120 guns, and the 'Jean Barras' 74 guns. We could have reached the 'Sans Culotte' by passing the 'Ca Ira' to windward, but on looking round I saw no ship of the line within several miles to support me; the 'Captain' was the nearest on our lee quarter. I then determined to direct my attention to 'Ca Ira,' who at a quarter-past ten was taken in tow by a frigate; the 'Sans Culotte' and 'Jean Barras' keeping about gunshot distance

on her weather-bow. At twenty minutes past ten the 'Ca Ira' began firing her stern chasers. At half-past ten the 'Inconstant' passed us to leeward, standing for the fleet. As we drew up with the enemy, so true did she fire her stern-guns, that not a shot missed some part of our ship, and latterly the masts were struck every shot, which obliged me to fire for a few minutes sooner than I intended, for it was my intention to have touched her stern before a shot was fired. But seeing plainly, from the situation of the two fleets, the impossibility of being supported, and in case of any accident happening to our masts the certainty of being severely cut up, I resolved to fire as soon as I thought we had a certainty of hitting. At a quarter-past eleven a.m., being within one hundred yards of the 'Ca Ira's' stern, I ordered the helm to be put a-starboard, and the driver and after-sails to be braced up and shivered, and as the ship fell off, gave her our whole broadside, each gun double shotted. Scarcely a shot appeared to miss. The instant all were fired, braced up our after-yards, put the helm a-port, and stood after her again. This manœuvre we practised till one p.m., never allowing 'Ca Ira' to get a single gun from either side to fire on us. They attempted

some of their after-guns, but all went far a-head of us. At this time the 'Ca Ira' was a perfect wreck, her sails hanging in tatters, mizen topmast, mizen topsail, and cross-jack yards shot away."

In the afternoon the "Agamemnon" was repairing damages. Only seven of her crew had been wounded, with such skill and seamanship had Nelson handled his ship.

Through the night the two fleets watched each other, and in the morning the 'Ca Ira' was observed in tow of another battleship some distance from the squadron. In the renewed attack the "Agamemnon" was the fourth of the British line, and was specially directed to assail the two French ships, when Nelson reaped the harvest of the previous day's fight, both ships striking to him in the presence of the fleet. In vain did Nelson and others entreat Lord Hotham to continue the action. He wrote to his wife :

"My disposition cannot bear tame, slow measures. Sure I am, had I commanded our fleet on the 14th, that either the whole French Fleet should have graced my triumph, or I should have been in a confounded scrape. I

went on board, Admiral Hotham, as soon as our firing grew slack in the van, and the 'Ca Ira' and 'Censeur' had struck, to propose to him leaving our two crippled ships, the two prizes, and four frigates to themselves, and to pursue the enemy; but he, much cooler than myself, said, 'We must be contented, we have done very well.' Now had we taken ten sail, and had allowed the eleventh to escape, when it had been possible to have got at her, I could never have called it well done. Goodall backed me; I got him to write to the admiral, but it would not do. We should have had such a day, as I believe the annals of England never produced. I verily think if the admiral can get hold of them once more, and he does but let us get close enough, we shall have the whole fleet. Nothing can stop the courage of English seamen."

In execution of Lord Hotham's orders to co-operate with General De Vins in Vado Bay, he came into action with a French Convoy in the Bay of Alassia, and though his squadron was small,

"In less than one hour he cut out nine ships and destroyed two others without the loss of a man either killed or wounded."

In Admiral Hotham's official despatch it is said,

“ His officer-like conduct upon this, and indeed upon every occasion when his services are called forth, reflects upon him the highest credit.”

Nelson's reply to some totally unfounded reports, accusing the officers of the English fleet of conniving at the landing of supplies on the Genoese coast by coasting vessels is very noble :

“ As this traitorous agreement could not be carried on but by the consent of all captains, if they were on the stations allotted to them, and as they could only be drawn from these stations by orders from me, I do most fully acquit all my brother captains from such a combination, and have to request that I may be considered as the only responsible person for what is done under my command, if I approve of the conduct of those under my orders, which in this most public manner I beg to do ; for officers more alert, and more anxious for the good and honour of their King and country, can scarcely ever fall to the lot of any com-

manding officer; their names I place at the bottom of this letter."

In December, Nelson, on his way to Gibraltar, fell in with "La Santa Sabina" and "Ceres," off Cartagena, the result after a most severe action being that the Spanish ship, "La Sabina" (out of 286) lost 164 men, killed and wounded, and her captain, Don Jacobo Stuart (a descendant of James II.), gave up his sword to Nelson on the quarter-deck of "La Minerve." Nelson writes:

"I asked him several times to surrender during the action, but his answer was, 'No, sir, not whilst I have the means of fighting left!' When only himself, of all the officers was left alive, he hailed, and said he could fight no more, and begged me I would stop the firing."

On releasing Don Jacobo, Nelson wrote to the Spanish admiral:

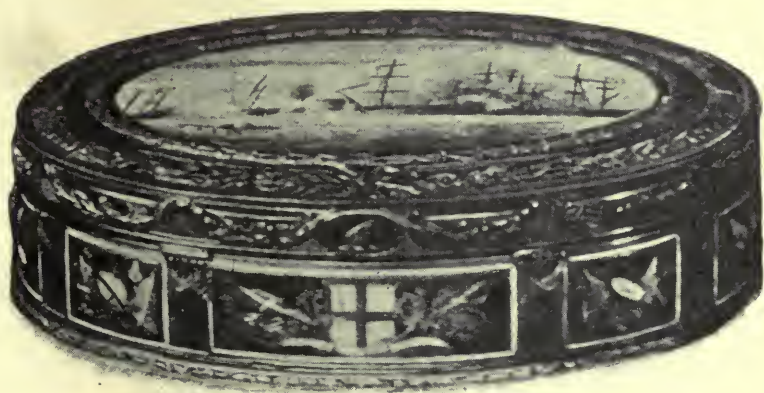
"Sir, I cannot allow Don Jacobo to return to you without expressing my admiration of his gallant conduct. . . . I have endeavoured to make his captivity as easy as possible, and

I rely on your generosity for reciprocal treatment towards my brave officers and men."

"He was on February 11th, 1797, only three days before the great Battle of St. Vincent, just east of the straits of Gibraltar, on his way to join the commander-in-chief, whose fleet lay at some distance on the west. The frigate was close to the straits, when she found herself chased from the eastward by two Spanish ships-of-the line. Suddenly there was a cry of 'Man overboard!' A boat was soon lowered by young Thomas Hardy, known eight years later as the flag-captain of the 'Victory,' to whom Nelson gave his farewell instructions as he lay dying of his wound. A very rapid current sets in eastwards through the straits. This current quickly carried the boat far astern of the frigate—further and further from her friends, closer and closer to the pursuing enemy. It was a critical moment. To go after the boat was to lose time, and risk capture from the powerful line-of-battle-ships. Nelson, they say, cast an anxious look at the receding boat, then exclaimed, 'By God I will not lose Hardy! Back the mizen-topsail!' No sooner said than done; the frigate was stopped, the boat's crew was recovered, and the Spaniard, not knowing what to make of the manœuvre, and

fearing some trap, shortened sail, and was soon lost to sight."

On St. Valentine's Day, 1797, was fought the great battle of St. Vincent, in which Nelson's anticipation of probable orders ensured the success of the British fleet.



CASKET GIVEN HIM WITH THE FREEDOM OF THE
CITY OF LONDON.

In a letter to the Duke of Clarence, he writes :

"On February 13th, at six p.m., shifted my pendant from 'La Minerve' frigate to the 'Captain.'

"Valentine's Day, at daylight, signal to prepare for battle ; at ten, saw some strange ships standing across the van of our fleet, on the larboard tack, which was sailing in two divisions, eight in the weather seven in the lee, on the

starboard tack. About eleven, signal to form line as most convenient. At twenty-five past eleven the action commenced in the van, then passing through the enemy's line. About one a.m., the 'Captain' having passed the sternmost of the enemy's ships, which formed their van, consisting of seventeen sail-of-the-line, and perceiving the Spanish Fleet to bear up before the wind, evidently with the intention of forming their line, going large—joining their separated divisions—or flying from us; to prevent either of their schemes from taking effect, I ordered the ship to be wore, and passing between the 'Diadem' and the 'Excellent,' at ten minutes past one o'clock, I was in close action with the van, and, of course, leeward of the Spanish Fleet. The ships which I know were the 'Santa Trinidad,' 'San Josef,' 'Salvador del Mondo,' 'San Nicolas,' 'San Isidoro,' another first-rate and seventy-four, names unknown. I was immediately joined and most ably supported by the 'Culloden,' Captain Troubridge. The Spanish Fleet, from not wishing, I suppose, to have a decisive battle, hauled to the wind on the larboard tack, which brought the ships above-mentioned to be the leewardmost ships in their fleet. For an hour the 'Culloden' and 'Captain' supported this apparently, but not in

reality, unequal contest, when the 'Blenheim,' passing to windward of us and ahead, eased us a little. By this time the 'Salvador del Mondo' and 'San Isidoro' dropped astern, and were fired into in a masterly style by the 'Excellent,' Captain Collingwood, who compelled them to hoist English colours, when, disdaining the parade of taking possession of beaten enemies, he most gallantly pushed up to save his old friend and messmate, who was apparently in a critical situation, the 'Blenheim' having fallen to leeward, and the 'Culloden' crippled and astern, the 'Captain' at this time being actually fired upon by three first-rates, and the 'San Nicolas' and a seventy-four, about pistol-shot distance from the 'San Nicolas.' The 'Excellent' ranged up, with every sail set, and hauling up his mainsail just astern, passed within ten feet of the 'San Nicolas,' giving her a most awful and tremendous fire. The 'San Nicolas' luffing up, the 'San Joseph' fell on board of her, and the 'Excellent' passing on to the 'Santa Trinidad,' the 'Captain' resumed her situation abreast of them, close alongside.

"At this time, the 'Captain' having lost her foretopmast, not a sail, shroud, or rope left, her wheel shot away, and incapable of further service in the line or in the chase, I directed

Captain Miller to put the helm a starboard, and calling for the boarders ordered them to board. The soldiers of the 69th Regiment, with an alacrity which will always do them credit, with Lieutenant Pierson of the same regiment, were amongst the foremost in the service. The first man who jumped into the enemy's mizen-chains was Captain Berry. A soldier of the 69th having broken the upper quarter gallery window jumped in followed by myself and others as fast as possible. I found the cabin door fastened, and the Spanish officers fired pistols at us through the window. We burst open the door, and the soldiers fired. The Spanish Brigadier fell as retreating to the quarter-deck; having pushed on I found Captain Berry in possession of the poop and the Spanish ensign hauling down. The 'San Josef' at this moment fired muskets and pistols from the admiral's stern-gallery. Our seamen were in full possession of every part. About seven of my men were killed and some few wounded, and about twenty Spaniards. Having placed sentinels at the different ladders, and ordered Captain Miller to push more men into the 'San Nicolas,' I directed my brave fellows to board the first-rate, which was done in a moment. Captain Berry assisted me into her mizen-chains. A Spanish officer

came on the quarter-deck, without arms, and said the ship surrendered. From this welcome information, it was not long before I was on the quarter-deck, when the Spanish captain, with a bended knee, presented me his sword, and told me the admiral was dying of his wounds below. I gave him my hand, and desired him to call to the officers and ship's crew that the ship had surrendered, which he did ; and on the quarter-deck of a Spanish first-rate, extravagant as the story may seem, did I receive the swords of the vanquished Spaniards, which as I received I gave to William Fearney, one of my bargemen, who placed them with the greatest *sang froid* under his arm. I was surrounded by Captain Berry, Lieutenant Pierson, 67th Regiment, John Sykes, John Thompson, Francis Cook, and William Fearney, all old 'Agamemnons,' and several other brave men, seamen and soldiers. Thus fell these ships. The 'Victory,' passing, saluted us with three cheers, as did every ship in the fleet. The 'Minerve' sent a boat for me, and I hoisted my pendant on board her, directing Captain Cockburn to put me on board the first uninjured ship-of-the-line, which was done, and I hoisted my pendant in the 'Irresistible' ; but the day was too far advanced to venture on taking

possession of the 'Santa Trinidad,' although she had long ceased to resist, as it must have brought on a night action with a still superior fleet. At dusk I went on board the 'Victory,' when the admiral received me on the quarter-deck, and having embraced me, said he could not sufficiently thank me, and used every kind expression which could not fail to make me happy. On my return to the 'Irresistible' my bruises were looked to, and found but trifling, and a few days made me as well as ever.

"There is a saying in the fleet too flattering for me to omit telling, viz., 'NELSON'S PATENT BRIDGE FOR BOARDING FIRST-RATES.'"

He joined the "Theseus," May the 27th, 1797. She had the character of being one of the most mutinous ships of the squadron, but it was not long after hoisting his flag that the following round robin was found on the quarter deck :

"Success attend Admiral Nelson! God bless Captain Miller! We thank them for the officers they have placed over us. We are happy and comfortable, and will shed every drop of blood in our veins to support them, and the name of the 'Theseus' shall be immortalized as high as the 'Captain's' ship's company."

The "Theseus" was employed in the command of the inner squadron at the blockade of Cadiz.

"It was during this period," writes Nelson, "that my personal courage was more conspicuous than perhaps at any other part of my life. In an attack of the Spanish gunboats I was boarded in my barge with its common crew of ten men, Coxswain, Captain Fremantle, and myself, by the Commander of the gunboats. The Spanish barge rowed 26 oars beside officers, 30 men in the whole. This was a service hand to hand with swords, in which my Coxswain, John Sykes (now no more), twice saved my life, eighteen of the Spaniards being killed and several wounded, we succeeded in taking their Commander. On the 15th of July, 1797, I sailed for Teneriffe."

"On stepping out of the boat, Nelson received a gunshot wound on the right elbow and fell; but as he fell he caught the sword which he had just drawn in his left hand, determined never to part with it while he lived, for it had been left to his uncle, Captain Suckling, by Galfridus Walpole. Nisbet, who was close to him, placed him at the bottom of the boat, and laid his hat over the shattered arm, lest the sight of the blood, which gushed out in great abundance,

should increase his faintness. He then examined the wound, and taking some silk handkerchiefs from his neck, bound them tightly over the lacerated vessels.

“One of his bargemen, Lovel, tore his shirt into shreds and made a sling with them for the broken limb.

“They then collected five other seamen, by whose assistance they succeeded at length in getting the boat afloat, for it had grounded with the falling tide. Nisbet took one of the oars, and ordered the steersman to go close under the guns of the battery, that they might be safe from the tremendous fire. Hearing his voice Nelson roused himself and desired to be lifted up that he might look about him. Nisbet raised him up, but nothing could be seen except the firing of the guns on shore, and what could be discerned by their flashes upon the stormy sea. In a few minutes a general shriek was heard from the crew of the ‘Fox,’ which had received a shot under water and went down. 97 men were lost in her; 83 were saved, many by Nelson himself, whose exertions on this occasion greatly increased the pain and danger of his wound. The first ship which the boat could reach was the ‘Seahorse,’ but nothing could induce him to go on board,

though he was assured that if they attempted to row to another ship it might be at the risk of his life. 'I had rather suffer death,' he replied, 'than alarm Mrs. Fremantle by letting her see me in this state, when I can give her no tidings whatever of her husband.' They pushed on for the 'Theseus'; when they came alongside he peremptorily refused all assistance in getting on board, so impatient was he that the boat should return in hopes that it might save a few more from the 'Fox.' He desired to have only a single rope thrown over the side which he twisted round his left hand, saying, 'Let me alone! I have yet my legs and one arm, tell the surgeon to hasten and get his instruments. I know I must lose my right arm; so the sooner it is off the better.' The spirit he displayed in jumping up the ship's side astonished everybody."

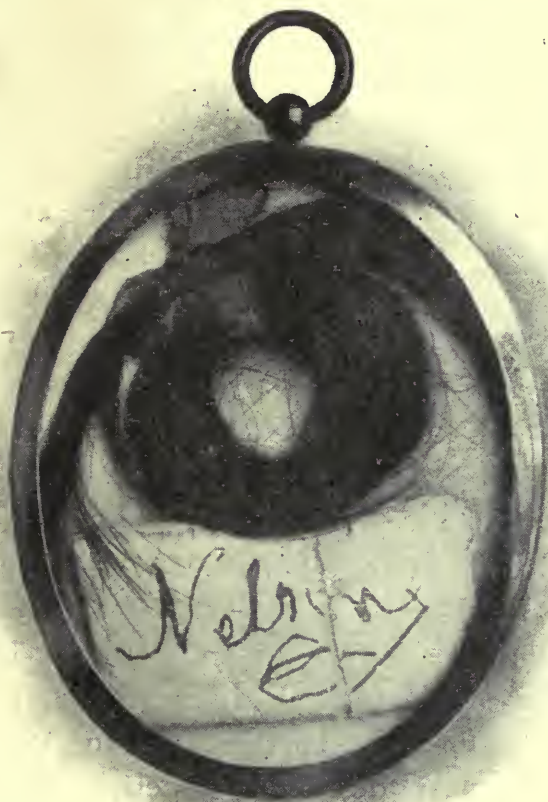
The log of the "Theseus" clearly shows the desperate nature of the expedition :

"Captains Troubridge, Hood, Miller, and Waller, landed with part of the boats, just to the Southward of the Citadel, passing through a raging surf which stove all the boats and wet all the ammunition. Notwithstanding these

difficulties, they pushed over the enemy's line wall and batteries, and formed in the great square of the town, about 80 marines, 80 pikemen, and 180 small-armed seamen (total 340), where they took possession of a convent, from whence they marched against the citadel, but found it far beyond their power to take. At daylight, from prisoners taken, Captain Troubridge found there were 8,000 Spaniards in arms, and 100 French, with five field pieces, assembled at the entrance of the town, and seeing the impossibility of getting any assistance from the ships, at seven o'clock he sent Captain Hood with a message to the Governor, that if he should be allowed, freely and without molestation to embark his people at the mole head, taking off such boats as were not stove, and that the Governor should find others to carry off the people, the squadron before the town would not molest it.

"The Governor told Captain Hood he thought they ought to surrender as prisoners of war, to which he replied that Captain Troubridge had directed him to say that if the terms he had offered were not accepted in five minutes, he would set the town on fire and attack the Spaniards at the point of the bayonet, on which the Governor instantly

closed with the terms, when Captain Troubridge marched with British colours flying to the mole, where they embarked in such of our boats as were not stove, the Spaniards finding others to carry them to their ships."



SENT TO HIS WIFE AFTER TENERIFFE.
FIRST SIGNATURE WITH HIS LEFT HAND.

The Spanish Governor, Don Juan Antonio

Gutierrez, behaved nobly and generously as soon as the terms were agreed on, as he directed that all our wounded men should be received into the hospitals, and our people be supplied with the best available provisions, our ships also being allowed to send on shore for what they wanted.

Nelson arrived in England September the 1st, and suffered for three months, during which time Lady Nelson carefully nursed him, dressing the wound which would not heal, until the silk ligature which had become fast to the nerve came away.

Before he could receive the pension proposed to be given him of £1,000 a year, he was obliged to send to the King a memorial enumerating his services, and we find them thus detailed :

“ That during the present war your memorialist has been in four actions with the fleets of the enemy, viz., on the 13th and 14th of March, 1795, on the 13th of July, and on the 14th of February, 1797, in three actions with frigates, in six engagements against batteries, in ten actions in boats in cutting out of harbours, in destroying vessels, and in taking three towns. Your memorialist has also served on shore with the army four months, and commanded the batteries at the sieges of Bastia and Calvi. That during the war he has assisted at

the capture of seven sail-of-the-line, six frigates, four corvettes, and eleven privateers of different sizes, and destroyed near 50 sail of merchant vessels ; and your memorialist has actually been engaged against the enemy upwards of 150 times. In which service your memorialist has lost his right eye and arm, and been severely wounded and bruised in his body."

On his restoration to health he sent this request to the clergyman of the parish church :

"An officer desires to return thanks to Almighty God for his perfect recovery from a severe wound, and also for the many mercies bestowed upon him (for next Sunday), December 8th, 1797."



TAKEN IN NAPLES, 1798, BY H. SINGLETON.

PART III.

FROM DECEMBER, 1797, TO JANUARY, 1801.

IT may be well at once to refer to the attacks that have been made from time to time against the Admiral's proceedings in the Bay of Naples. When the writer was fifteen, he presented to Lady Berry, and the Admirals then alive who had served with Nelson, a pamphlet by Lieutenant Miles, in vindication of those proceedings. One and all assured him that no such vindication was necessary, it being well known that no personal relationships were ever allowed to stand between him and his duty.

These Jacobin libels, by which Southey was led astray, have been completely refuted by Mr. J. Paget, in "Paradoxies and Puzzles," published in 1874; by Professor Sir T. H. Laughton; and by the publication of "Nelson and the Neapolitan Jacobins, Naval Records," in 1903. But it is of importance to refer to the instructions received by Nelson from the Admiralty directly after the Battle of the Nile, every

one of which were carefully and laboriously carried out before he finally struck his flag, July 10th, 1800.

“1st. The protection of the coasts of Sicily and Naples, and the Adriatic.

“2nd. The cutting off all supplies between France and Egypt, so that neither supplies or reinforcements should reach the French army in Alexandria.

“3rd. The blockading of Malta.

“4th. Co-operation with the Turkish and Russian squadrons which were to be sent into the Archipelago.”

The following note was specially added by Mr. Secretary Nepean:—“That the protection of the coasts of Sicily and Naples, and an active co-operation with the Austrian and Neapolitan armies was an object to which a principal part of the squadron should be directed.”

Autobiography renewed :

“On the 19th of December the ‘Vanguard’ was commissioned as my flagship ; on the 1st of April, 1798, I sailed with a convoy from Spit-head, and joined Lord St. Vincent off Cadiz, on April the 29th——”

The following is taken from a MSS, dated 1799, of the proceedings of the detached squadron, including the Battle of the Nile, from the minutes of an officer on board the "Vanguard":

"Sir Horatio Nelson had been detached by Lord St. Vincent into the Mediterranean with the 'Vanguard,' 70 guns, the Rear-Admiral's flagship, the 'Orion,' and 'Alexandra,' 74 guns each, the 'Emerald,' and 'Terpsicord,' frigates, and 'La Bonne Citoyenne,' sloop of war.

"On the 22nd May, in the Gulf of Lyons, at 2 a.m., a most violent squall of wind took the 'Vanguard,' which carried away her top-mast and at last her fore-mast. The other ships experienced the fury of the gale, but not to the same degree. The three line-of-battle-ships lost sight of the frigates, and at that moment of misfortune the British Squadron was not many degrees distant from the French Fleet under Bonaparte which had, on that very day, set sail from Toulon. Nelson writes to his wife on the 24th: 'I ought not to call what has happened to the 'Vanguard' by the cold name of accident. I firmly believe it was the Almighty's goodness to check my consummate vanity. I hope it has made me a better officer. I feel confident it has made me a better man."

The MSS. continues: 1799

“The Squadron bore up for Sardinia, the ‘Alexander’ taking the ‘Vanguard’ in tow; with great difficulty we reached the anchorage of St. Pieter’s Roads on the 24th. Here Captain Berry, with the assistance he received from Sir James Saumarez and Captain Ball, was enabled with great expedition to equip the ‘Vanguard’ with a jury fore-mast; jury main and mizen top-masts, and to fish the bowsprit, which was sprung in many places, and on the 4th day we again put to sea with top gallant yards across.

“The Squadron reached the rendezvous on the 4th of June, and on the following day was joined by the ‘La Mutine,’ Captain Hardy, who brought the highly acceptable intelligence that Captain Troubridge had been detached with 10 sail of the line and a 50-gun ship to reinforce us; they joined on the 8th.

“Nelson had the happiness to find that the zeal of his officers anticipated his utmost wishes; for the decks were kept perfectly clear night and day, and every man was ready to start for his post at a moment’s notice, and

everything was in the best state of preparation for active service.

“After watering the fleet for 5 days at Syracuse, on the 26th of July the Squadron again put to sea; on its return to Alexandria at noon on the 1st of August (1798). The enemy's fleet was first discovered by Captain Hood, who immediately communicated by signal the number of ships, 16, lying at anchor in line-of-battle in a bay on the larboard bow, which was afterwards discovered to be Aboukir Bay. The Admiral hauled his wind that instant, a movement followed by the whole squadron. He then made signal to prepare for battle.

“The Battle of the Nile commenced about half-past six, by seven o'clock it was quite dark, and all the ships were obliged to hoist signal lights, and by half-past eight the vanship ‘Le Guerrier,’ the ‘Conquerant,’ ‘Le Spartiate,’ ‘L'Aquilon,’ and ‘Le Peuple Souverain,’ all surrendered or were taken.

“At that hour Lieutenant Galway of the ‘Vanguard’ was sent with a party of marines to take possession of ‘Le Spartiate,’ and returned with the French captain's sword, which Captain Berry immediately delivered to the Admiral, who was below in consequence of

a severe wound he had received in the head during the heat of the attack. It appeared the victory was then ours, although 'L'Orient,' 'L'Heureux,' and 'Le Tonnant' were not taken, but they were considered in our power. At a few minutes past nine a fire broke out on board the French flag-ship 'L'Orient,' and burning with great rapidity soon enveloped half the ship in flames.

"The Admiral on hearing it, notwithstanding the severe character of his wound, came on deck to order boats to be sent to rescue the French sailors. The only boat the 'Vanguard' had that could swim was lowered, others came from other ships, by which means about seventy Frenchmen were saved. The light thrown by the fire enabled us clearly to see the position of the two fleets, the colours of both being clearly distinguishable. At about ten o'clock the 'L'Orient' blew up with a tremendous explosion.

"An awful pause and death-like silence for about three minutes ensued, when the wreck of the masts, yards, &c., which had been carried to a vast height, fell down into the water, and on board the surrounding ships. . . . After this awful scene, the firing was re-commenced with the ships to leeward of the centre, till

twenty minutes past ten, when there was a total cessation of firing for about ten minutes, after which it was revived till about three in the morning, when it again ceased."

Nelson wrote to Lord St. Vincent on the 2nd August :

"My Lord, Almighty God has blessed His Majesty's arms in the late battle by a great victory over the fleet of the enemy, whom I attacked at sunset on the 1st of August in a strong line of battle for defending the entrance of the Bay (of shoals), flanked by numerous gunboats, four frigates, and a battery of guns and mortars on an island in their van ; but nothing could withstand the squadron your lordship did me the honour to place under my command. Their high state of discipline is well known to you, and with the judgment of the captains, together with their valour, and that of the officers and men of every description, it was absolutely irresistible. Could anything more from my pen add to the character of the captains, I would write it with pleasure. . . . The support and assistance I have received from Captain Berry cannot be sufficiently expressed. I was wounded in the head and

obliged to be carried off the deck ; but the service suffered no loss by that event."

Here follows an important letter to Lord Howe with Nelson's account of the battle :

"Palermo, Jan. 8, 1799.

"My Lord,—It was only this moment that I had the invaluable approbation of the great, the immortal Lord Howe—an honour the most flattering a sea-officer could receive, as it comes from the first and greatest sea-officer the world ever produced. I had the happiness to command a Band of Brothers: therefore night was my advantage. Each knew his duty, and I was sure each would feel for a French ship. By attacking the enemy's van and centre, the wind blowing directly along their line, I was enabled to throw what force I pleased on a few ships. This plan my friends readily conceived by the signals (for which we are principally, if not entirely, indebted to your lordship), and we always kept a superior force to the enemy. At twenty-eight minutes past six, the sun in the horizon, the firing commenced. At five minutes past ten, when 'L'Orient' blew up, having burnt seventy minutes, the six van ships had surrendered. I then pressed further

towards the rear ; and had it pleased God that I had not been wounded and stone blind, there cannot be a doubt but every ship would have been in our possession. But here let it not be supposed that any officer is to blame. No ; on my honour, I am satisfied each did his very best. I have never before, my lord, detailed the action to anyone ; but I should have thought it wrong to have kept it from one who is our great master of tactics and bravery.

“ NELSON.”

His autobiography continues :—

“ On the 22nd of September, 1798, I arrived at Naples, and was received by the king, queen, and the whole kingdom.

“ October 12th, the blockade of Malta took place, which has continued without intermission to this day (October 13th, 1799).

“ On the 21st December, 1798, his Sicilian Majesty and family embarked in the ‘ Vanguard,’ and were carried to Palermo, in Sicily.

“ In March, 1799, I arranged a plan for taking the Islands in the Bay of Naples, and for supporting the Royalists, who were making head in the kingdom.

“ This plan succeeded in every part. In

May I shifted my flag, being promoted to be Rear-Admiral of the Red, to the 'Foudroyant,' and was obliged to be on my guard against the French Fleet (which had arrived from Brest).

"In June and July, 1799, I went to Naples, and, as his Sicilian Majesty is pleased to say, reconquered his kingdom and placed him on his throne.

"On the 19th of August I brought back his Sicilian Majesty to Palermo, having been upwards of four weeks on board the 'Foudroyant.'

"On the 13th his Sicilian Majesty presented me with a sword, magnificently enriched with diamonds, the title of Duke of Bronte, and annexed to it the feud of Bronte, supposed to be worth £3,000 per annum.

"On the arrival of the Russian Squadron at Naples, I directed Commodore Troubridge to go with the Squadron, and blockade closely Civita Vecchia, and to offer to the French most favourable conditions if they would evacuate Rome and Civita Vecchia; which the French General, Grenier, complied with, and they were signed on board the 'Culloden' when a prophecy, made to me on my arrival at Naples, was fulfilled, viz., '*that I should take Rome with my Ships.*'

"Thus may be exemplified by my Life that

perseverance in my profession will most probably meet its reward. Without having any inheritance, or being fortunate in prize money, I have received all the honours of my profession, been created a Peer of Great Britain, and I may say to thee, reader :

“‘Go thou and do likewise.’

“ NELSON.

“October 15th, 1799.

“Port Mahon.”

The following letter to His Holiness the Pope comes in well here :

“Leghorn, June 24, 1800.

“Holy Father,—As an individual, who from his public situation has had an opportunity of using his utmost exertions to assist in bringing about the happy event of your Holiness’s return to Rome, I presume to offer my most sincere congratulations on this occasion ; and with my most fervent wishes and prayers that your reverence may be blessed with health and every comfort this world can afford.

“Your Holiness will, I am sure, forgive my mentioning a circumstance which, although at the time it was spoken appeared impossible, yet the fact did happen. Father McCormick,

a friar, coming to the house of Sir W. Hamilton, in September, 1798, to congratulate me on the Battle of the Nile, said, 'What you have done is great, but you will do a greater thing—you will take Rome with your ships.' Although I do not believe that the father had the gift of prophecy, yet his guess was so extraordinary, and has turned out so exactly, that I could not, on my conscience, avoid telling your Holiness of it. I will now only trespass on your time by assuring your Holiness with what respect I am, your obedient servant,

"BRONTE NELSON OF THE NILE."

He had been much annoyed by Sir Sidney Smith who had acted independently of him, when put under his command; and he had complained of his conduct, but he was not one to bear grudges, and this letter shows what manner of man he was:

"TO SIR SIDNEY SMITH.

"August 20, 1799.

"My dear Sir,—I have received, with the truest satisfaction, all your very interesting letters to 16th July. The immense fatigue you have had in defending Acre against such a chosen army of French villains, headed by that arch-villain Bonaparte, has never been exceeded,

and the bravery shown by you and your brave companions, is such as to merit every encomium which all the civilized world can bestow. As an individual and an admiral, will you accept my feeble tribute of praise and admiration, and make them acceptable to all those under your command.

“Be assured, my dear Sir Sidney, of my perfect esteem and regard, and do not let any one persuade you to the contrary. But my character is, that I will not suffer the smallest tittle of my command to be taken from me; but with pleasure I give way to my friends, among whom I beg you will allow me to consider you, and that I am, with truest esteem and affection, your faithful humble servant,

“NELSON.”

In July, 1799, Malta was still in the hands of the French, but was strictly blockaded. Nelson was ordered by Lord Keith to cruise north-west in the hope of meeting a convoy for the relief of the garrison. Nelson, on his own responsibility, went south-east, and fell in with the “*Généreux*,” which had escaped from the Nile; the taking of this ship and the convoy sealed the fate of Malta.

On the 20th of March, Sir Edward Berry writes, “‘*The Guilliame Tell*,’ after a most gallant fight,

surrendered"; and Nelson writes officially to the Admiralty :

"The 'Lion' and the 'Foudroyant' lost 40 killed and wounded, the French ship is dismasted, the French admiral Décrez wounded. The 'Foudroyant' was much shattered.

"Thus, owing to my brave friends, the entire capture and destruction of the French Mediterranean Fleet was completed, and my orders from the great Lord St. Vincent were fulfilled."

Lieutenant Pierson's graphic account of the taking of the "*Généreux*," in which Nelson displays all his accustomed vigour, must here be given :

"Nelson—'Deck there! The stranger is evidently a man-of-war!' 'She is a line-of-battle-ship, my Lord, going large on the star-board tack.'

"'Ah! an enemy, Mr. Haines. I pray God it may be "*Le Généreux*." The signal for a general chase, Sir Ed'ard (addressed to Sir Edward Berry). Make the "*Foudroyant*" fly.'

"Thus spoke Nelson; and every exertion that emulation could inspire was used to crowd the canvas, the 'Northumberland' taking

the lead, with the flag-ship close on her quarter.

“‘This will not do, Sir Ed’ard ; it is certainly “Le Généreux,” and to my flag-ship she can alone surrender. Sir Ed’ard, we must, we shall beat the “Northumberland.”’

“‘I will do my utmost, my Lord ; get the engine to work on the sails—hang butts of water to the stays—pipe the hammocks down, and each man place shot in them—slack the stays, knock up the wedges, and give the masts play—start off the water, Mr. James, and pump ship. The “Foudroyant” is drawing ahead, and at last takes the lead in the chase. The Admiral is working his fin (the stump of his right arm), do not cross his hawse, I advise you.’

“The advice was good, for at that moment Nelson opened furiously on the quarter-master at the cones.

“‘I’ll knock you off your perch, you rascal, if you are so inattentive. Sir Ed’ard, send your best quarter-master to the weather-wheel.’

“‘A strange sail a-head of the chase,’ called out the look-out man.

“‘Youngster to the mast-head. What ! going without your glass, and be d——d to you ? Let me know what she is immediately.’

“‘A sloop of war or frigate, my Lord,’ shouted the young signal midshipman.

“‘Demand her number.’

“‘The “Success,” my Lord.’

“‘Captain Peard, signal to cut off the flying enemy—great odds though—thirty-two small guns to eighty large ones.’

“‘The “Success” has hove to, athwart hawse of the “Généreux,” and is firing her larboard broadside. The Frenchman has hoisted his tri-colour.’

“‘Bravo. “Success” at her again.’

“‘She has wore round, my Lord, and firing her starboard broadside. It has winged her—her flying kites are flying away altogether. The enemy is close on the “Success,” who must receive her tremendous broadside. The “Généreux” opens her fire on her little enemy, and every person stands aghast, afraid of the consequences. The smoke clears away, and there is the “Success,” crippled, it is true, but bull-dog like, bearing up after the enemy.’

“‘Signal for “Success” to discontinue action, and come under my stern,’ said Lord Nelson, ‘she has done well for her size. Try a shot from the lower deck at her, Sir Ed’ard.’

“‘It goes over her.’

“‘Beat to quarters, and fire coolly and deliberately at her masts and yards.’

“‘Le Généreux’ at this moment opened fire on the ‘Foudroyant,’ and a shot passed through the mizen staysail, when Lord Nelson, patting one of the youngsters on the head, asked him jocularly how he relished the music; and observing something like alarm depicted on his countenance, consoled him with the information that Charles XII. ran away from the first shot he



GIVEN BY ENGLISH MERCHANTS TRADING
IN THE LEVANT.

LEFT TO SUSANNAH, HIS SISTER, IN
HIS WILL.

heard, though afterwards he was called 'The Great,' and deservedly, from his bravery. 'I therefore,' said Lord Nelson, 'hope much from you in the future.'

"The 'Northumberland' now opened her fire, and the tri-coloured ensign came down, amid the thunder of the English cannon. A signal to discontinue firing was accordingly made, and Sir Edward Berry ordered to board the prize. Very shortly Lieut. Pierson says he returned with Rear-Admiral Perée's sword, who he stated was dying on his quarter-deck, with the loss of both legs; shot off by the raking broadsides of the little 'Success.' This unfortunate Frenchman was under the imputation of having broken his parole, and was considered lucky in having redeemed his honour by dying in battle."

After conveying the Queen of Naples and her family to Leghorn, he struck his flag on the 13th of July and shortly left for England, accompanied by Sir W. and Lady Hamilton, and as far as Vienna they travelled with the Queen of Naples, who had decided on going thither. Viâ Prague, Dresden, and Hamburg, they arrived in England, and landed at Yarmouth on the 6th of November, where Nelson was received with a warmth of welcome commensurate with his great deeds.

In January, 1801, he paid a special visit to

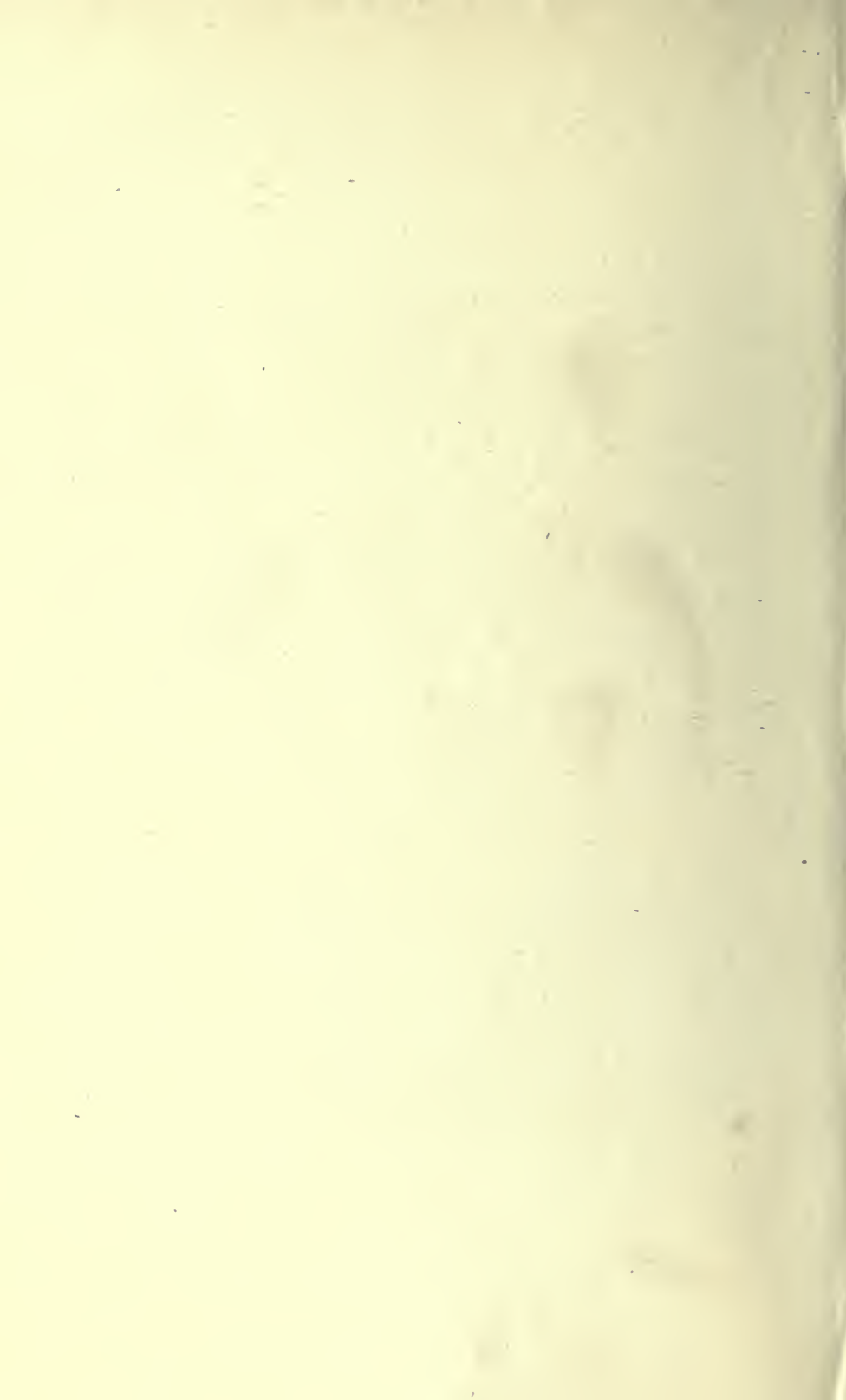
Honiton, in Devonshire, to call on the mother of Captain Westcott, of the "Majestic," who had lost his life in the battle of the Nile. He writes on the 17th of January :

"I visited Captain Westcott's mother, his brother is a tailor, but had they been chimney sweepers, it was my duty to show them respect."

He invited them to breakfast at the Inn. He asked her if she had the Nile medal, but hearing she had not received one, he presented her with *his own*, saying, "You will not value it the less because I have worn it."



WORN BY THE ADMIRAL TO THE DAY OF HIS DEATH.





ATTRIBUTED TO ROMNEY IN 1800.
IN POSSESSION OF PUGIN THORNTON, ESQ., CANTERBURY.

PART IV.

DURING the early part of the year 1801, various disagreements which had arisen between the Northern Powers of Europe and the English Government had become serious enough to necessitate the preparation of the Baltic Expedition, and in February of that year Nelson hoisted his flag on board the "St. George," under Sir Hyde Parker. It was bad enough placing the hero of the Nile under the command of Lord Keith ; but to appoint Sir Hyde Parker to the chief command was a blunder which cost the Nation hundreds of lives in addition to putting the fleet into deadly peril. Nelson fretted much over the delays, as every hour was of the greatest importance, and enabled the Danes to turn Copenhagen into an almost impregnable fortress. Nevertheless, he ends a long service letter to Sir Hyde, in which he places before him his own counsels on the coming Battle of Copenhagen, with these words :

"In supporting you, my dear Sir Hyde,

through the arduous and important task you have undertaken, no exertion of head or heart shall be wanting from your most obedient and faithful servant,

“NELSON AND BRONTE.”

The Commander-in-Chief tried one passage, turned back and anchored, held consultations with his officers, at one of which Nelson exclaimed, “I don’t care by which passage we go, so that we fight them!” and it was only on the fourth day that the fleet started.

Nelson wrote to Captain Troubridge:

“March 30th, 6 o’clock in the morning. We are now standing for Cronenberg; the van is formed in a compact line, and old Stricker, for that is the Governor’s name, had better take care we don’t *strike* his head off.

“I hope we shall mend on board the ‘London,’ but I now pity Sir Hyde and Domet (Flag Captain), they both, I fancy, wish themselves elsewhere. You may depend on every exertion of mine to keep up harmony. For the rest, the spirit of the fleet will make all difficulty from enemies appear as nothing. I do not think I ever saw more, true a desire to distinguish themselves in my life. I have more to tell

you if ever we meet. . . . Ever your
affectionate,

“NELSON AND BRONTE.”

The Battle of Copenhagen was fought on the 2nd of April, 1801, and on the 3rd Nelson reports to Sir H. Parker, that through the able assistance of Captains Riou and Brisbane and the Masters of the “Amazon” and “Cruiser” in particular, the Squadron passed in safety, and he—

“Engaged the Danish line, consisting of six sail-of-the-line, eleven floating batteries, mounting from twenty-six twenty-four pounders to eighteen eighteen-pounders, and one bomb ship, besides schooner gun-vessels. These were supported by the Crown Islands, mounting eighty-eight cannon, and four sail-of-the-line moored in the harbour’s mouth, and some batteries on the Island of Anak. The bomb ship and schooner gun-vessels made their escape. The other seventeen sail are sunk, burnt, or taken, being the whole of the Danish line to the southward of the Crown Islands, after a battle of four hours. From the very intricate navigation the ‘Bellona’ and ‘Russell’ unfortunately grounded. . . . The ‘Agamemnon’ could not weather the shoals of the

middle ground, and was obliged to anchor, but not the smallest blame can be attached to Captain Faircourt."

Nelson had shifted his flag to the "Elephant," a smaller vessel, and had led the van. He had personally superintended the soundings to be taken, and the surgeon of the "Elephant" has put this on record, for he has written :

"I could only admire, when I saw the first man in all the world spend the hours of the day and night in the boats, and wonder, when the light showed me a path marked by buoys, which was trackless the preceding evening."

Colonel Stewart recounts :

"About one p.m., when the contest in general, though from the relaxed state of the enemy's fire it might not have given much room for apprehension as to the result, had not declared itself on either side, Sir Hyde Parker made 'Signal No. 30.' Lord Nelson was at this time, as he had been during the whole action, walking the starboard side of the quarter-deck ; sometimes much animated, at others heroically fine in his observations. A shot through the main-

mast knocked a few splinters about us. He observed to me with a smile, 'It is warm work, and this day may be the last of any of us at a moment;' and then, stopping short at the gangway, he used an expression never to be erased from my memory, and said with emotion, 'I would not be elsewhere for thousands.' When the signal No. 30 (cease firing) was made, the signal lieutenant reported it to him. He continued his walk, and did not appear to take notice of it. The lieutenant meeting his Lordship at the next turn, asked 'whether he should repeat it?' Lord Nelson answered, 'No, acknowledge it.' On the officer returning to the poop, his Lordship called after him, 'Is No. 16 still hoisted?' The lieutenant answering in the affirmative, Lord Nelson said, 'Mind you keep it so!' He now walked the deck considerably agitated, which was always known by his moving the stump of his right arm. After a turn or two, he said to me in a quick manner, 'Do you know what's shown on board the Commander-in-Chief, No. 30?' On asking him what that meant, he answered, 'Why, to leave off action.' 'Leave off action,' he repeated, and then added with a shrug, 'Now, damn me if I do!'

"He also observed to Captain Foley, 'I

have only one eye—I have a right to be blind sometimes,’ and then with an archness peculiar to his character, putting the glasses to his blind eye, he exclaimed, ‘I really do not see the signal.’”

The Danes fought well, but after the victory was decided, they persisted in firing on our boats as we took possession of the ships which had struck, and at last Nelson wrote the following letter to the Crown Prince :

“To the brothers of Englishmen, the Danes.

“Lord Nelson has directions to spare Denmark, when no longer resisting ; but if the firing is continued on the part of Denmark, Lord Nelson will be obliged to set on fire all the floating batteries he has taken, without having the power of saving the brave Danes who defended them.

“Dated on board His Britannic Majesty’s ship ‘Elephant,’ Copenhagen Roads, April 2nd, 1801.”

The Crown Prince yielded to this demand, and sending his Adjutant-General to ask an explanation, in reply Nelson wrote the following note :

“Lord Nelson’s object in sending on shore a flag of truce is humanity. He therefore consents that hostilities shall cease till Lord Nelson can take the prisoners out of the prizes, and he consents to land all the wounded Danes and to burn or remove his prizes. Lord Nelson, with humble duty to His Royal Highness, begs leave to say that he will ever esteem it the greatest



THE OFFICIAL SEAL USED ON THIS OCCASION.

victory he ever gained, if this flag of truce may be the forerunner of a lasting and happy union between His Most Gracious Sovereign and His Majesty the King of Denmark.

“NELSON AND BRONTE.”

On finishing the despatch a wafer was offered him, but he called for a candle and sealed it with his official seal.

With singular daring Nelson landed the next day to negotiate with the Crown Prince. He was received with mixed emotions, astonishment at his courage, admiration of his magnanimity, mingled with hatred as of the enemy that had struck Denmark down.

Nelson, on being appointed to supersede Sir Hyde Parker, sailed at once for the Russian coast, as he had before been anxious to do, but was too late. The assassination of the Emperor paved the way for a treaty with Russia, which practically put an end to the combination of the Northern powers against England. Nelson helped much in drawing up this treaty.

He was greatly annoyed that no thanks were awarded to those who had fought under him at Copenhagen, and wrote to the Lord Mayor :

“I am the natural guardian of those who fought under me. I disclaim for myself more merit than falls to a successful Commander, but when I am called upon to speak to the merits of the Captains of His Majesty’s ships, and of the officers and men, whether seamen or marines or soldiers, that I had the happiness to command ; I affirm that never was the glory of the country upheld by more determined bravery than on that occasion.

“It is my duty to prove to the brave fellows, my companions in danger, that I have not failed to represent to all their bravery and meritorious conduct.”

Colonel Stewart's testimony as to the rule of life which Nelson kept when on active service may well come in here.

“The keeping of his fleet continually on the alert, and thus amply furnishing it with fresh provisions, were the objects of his lordship's unremitting care; and to this may, in a great measure, be ascribed the uniform good health and discipline which prevailed. Another point to which he gave nearly equal attention, was his economy of the resources of the fleet in regard to stores; their consumption was as remarkable for their smallness in the Baltic as it was in the fleet afterwards under his command in the Mediterranean. His hour of rising was four or five o'clock, and of going to rest about ten, breakfast was never later than six, and generally nearer five o'clock. A midshipman or two were always of the party; and I have known him send during the middle watch to invite the little fellows to breakfast with him when relieved. At table with them he

would enter into all their boyish tricks, and be the most youthful of the party. At dinner he invariably had every officer of his ship in turn. The whole ordinary business of the fleet was invariably despatched, as it had been by Lord St. Vincent, before eight o'clock.

"The great command of time which Nelson thus gave himself, and the alertness which this example imparted throughout the whole fleet, can only be understood by those who witnessed it, or knew the value of early hours."

On his return to Yarmouth on July 1st, 1801, Nelson visited the wounded from Copenhagen in the hospitals, and then returned to London. On July the 27th he hoisted his flag on board the "Unite" at Sheerness, and prepared to oppose the threatened invasion of Bonaparte.

In his first brush with the French he attacked their fleet off the harbour of Boulogne, sunk five of their ships, and did them further damage, but the action was little more than a skirmish, though, as he wrote, it may have shown the enemy that they "could not with impunity come outside their ports."

A second attempt to bring off the enemy's flotilla, moored in front of Boulogne failed through the darkness of the night, with the tide at half-tide, separating the divisions, and preventing all

the ships arriving at the same time. He wrote to Lord St. Vincent :

“ I am sorry to tell you that I have not succeeded in bringing out or destroying the enemy’s flotilla moored in the mouth of the harbour of Boulogne. The most astonishing bravery was evinced by many of our officers and men. . . . upwards of one hundred killed and wounded. Dear little Parker, his thigh very much shattered, I have fears for his life. Langford shot through the leg. The loss has been heavy, and the object was great. The flotilla, brigs and flats, were moored by the bottom to the shore and to each other with chains ; therefore, although several of them were carried, yet the heavy fire of musketry from the shore, which overlooked them, forced our people to leave them, without being able, as I am told, to set them on fire. No person can be blamed for sending them to the attack but myself ; I knew the difficulty of the undertaking, therefore I ventured to ask your opinion. . . . I own I shall never bring myself again to allow any attack to go forward where *I am not personally concerned* ; my mind suffers much more than if I had a leg shot off in this late business. Had our force arrived, as I intended, ’twas not all the chains in

France that could have prevented our folks from bringing off the whole of the vessels."

He suffered greatly from the loss of officers and men, and especially Captain Parker, of whom he writes to Dr. Baird :

"My dear Doctor, your kind letter has given me hopes of my dear Parker: he is my child, for I found him in distress. I am prepared for the worst, although I still hope. Pray tell me as often as you can. Would I could be useful, I would come on shore and nurse him. I rely on your abilities, and if his life is to be spared, that you, under the blessing of God, are fully equal to be the instrument. Say everything which is kind to Mrs. Parker, and if my Parker remembers me, say 'God bless him,' and do you believe me your much obliged and thankful friend,

"NELSON AND BRONTE."

"You will join me in my affliction for the fate of dear, good little Parker. Yesterday, at two in the afternoon, I was with him, so were Lady Hamilton, Dr. William and Mrs. Nelson; he was so well that I was for the first moment sanguine in my hopes of his recovery; at ten o'clock the great artery burst, and he is now at death's door. You will judge our feelings."

Here is a proof of his care for the health of all serving under him. The smallest details that could promote the health of the sailors were not above his care. In one letter we find him pointing out the way in which the vegetables, the pork and beef were to be tested before they were received and distributed among the crews. Again he is writing to the Commissioners of the Admiralty on the flannel shirts that had been sent out, "these flannel shirts being made five or six inches too short, exposed the men to sudden chills, so shirts, five or six inches longer, would be one of the best things yet introduced into the navy, and would perhaps save the lives of more than one good sailor." One more instance of his sedulous care for his sailors :

"I am sure your lordships will see the justness of the case as plain as I do. Each man was allowed a pint of oatmeal on certain days ; but as it was found that generally a man could not get a pint of dry oatmeal down his throat, and, I suppose, thinking it no longer necessary to prevent this saving to the purser, half a pint of oatmeal was issued instead of a pint, and in lieu of the other half pint, a proportion of molasses ; it has sometimes occurred in the Channel Fleet, that no molasses could be pro-

cured, nor was any allowance made for such temporary omissions. In the West Indies, cocoa and sugar are allowed; in the Channel, I hear, tea and sugar. In the Mediterranean we have no molasses, nor any substitute; nor is our want of molasses temporary, but lasting. I beg, therefore, to call their lordships' attention to this circumstance; and to propose, that when molasses cannot be obtained, a proportion of sugar should be mixed with the oatmeal, in lieu of molasses, and if sugar cannot be obtained, the men having no substitute in lieu, should be paid the saving, as in all other species of provisions. It is not necessary to enter more at large on the subject; their lordships' wisdom will direct their proceedings."



BURNHAM THORPE CHURCH, AS HE KNEW IT.

On Sundays he went to the old parish church at Merton. In this church a plain oak seat, without a back, is preserved as always having been used by the Admiral in preference to the shut-in pews.

On May 13th he writes, after his father's death :

"Probably I shall never see dear Burnham Thorpe again, but I have satisfaction in thinking that my bones will be laid with my father's in the village which gave me birth. The thoughts of former days brought all my mother to my heart, which shows itself in my eyes."

Nelson remained in England until May, 1803, when he left in the "Victory" for the Mediterranean, and commenced the blockade of Toulon, war having been declared between England and France.

On the 9th July he reports to Mr. Addington :

"With the casual absence of one or two ships, we shall always be seven sail of the line ; and as the French have at least seven—I believe nine—nearly ready, we are in hopes that Bonaparte may be angry and order them out, which I have no doubt will put our ships in high feather ; for I never knew any wants after a victory, although we are always full of them before."

"We are healthy beyond example, and in

great good humour with ourselves, and so sharp-set that I would not be a French admiral in the way of any of our ships for something. I believe we are in the right fighting trim, let them come as soon as they please. I never saw a fleet altogether so well officered and manned. Would to God the ships were half as good, but they are what we call crazy."

Baffled continually by contrary winds and by a run of what can only be characterized as "ill luck," Nelson cruised on until April (1805). On the 13th March he had written to the Admiralty :

"Their lordships are fully aware of my reasons for not attending to my own health since I received their permission to return to England for its re-establishment.

"I do assure you that no consideration for self could come into my mind when the enemy's fleet was sure of putting to sea, and they are now perfectly ready in appearance to put to sea again.

"Therefore, although I have suffered very much from anxiety and a very stormy winter, yet I shall either stay to fight them, which I expect every hour, or until I believe they will not come to sea for the summer, when I shall embrace your lordships' permission and return

to England for a few months for the re-establishment of a very shattered constitution."

About the middle of April he discovered the French had escaped out of the Mediterranean, and he wrote to Captain Ball :

"My good fortune, my dear Ball, seems flown away. I cannot get a fair wind, or even a side wind—dead foul! dead foul!"

But he also wrote to Lord Melville :

"I am not made to despair; what man can do shall be done. . . ."

The following is part of a letter written to Simon Taylor, Esq., of Jamaica :

"'Victory' off Marténique,
" 10th June, 1805.

"My dear Sir,—I was in a thousand cares about Jamaica, for that is a blow which Bonaparte would be happy to give us. I had no hesitation in forming my judgment and I flew to the West Indies without any orders; but I think the Ministry cannot be displeased. Information at Barbadoes from St. Lucia told me that the enemies' Squadron had sailed with 5,000 troops on board on the 28th of May,

Sunday 11
Hk. Vincent
7am 200 0 mod^y dry. NW
8PM 300 2 fresh D. NW

Sunday 12
138
7am 301 4 fresh breeze North
3PM 302 1 D. D.
8PM 302 4 light D. NW

Monday 13
137
7am 302 1 fresh breeze EN 2
5PM 301 7 D. D. North
8PM 301 9 D. D.

and were seen standing to the southward. Therefore, Tobago, Trinidad, or Grenada were supposed to be their object. I went to those islands, and now find that the whole was a fabrication, and that the enemy did not leave Port Royal till the night of the 5th of June.

“On the 6th they were under Dominica, and on the 7th under Guadeloupe, standing to the northward, I suppose, either to try for Antigua or to escape me.

“The Carthagena Squadron was at sea, but returned on hearing I was close to them ; they could have no troops on board which could make my Jamaica friends alarmed. I am satisfied they are now on their return, having sent some of the Spanish ships to the Havannah. I shall push hard to get off the Straits mouth before them, and a kind Providence may some happy day bless my endeavours to serve the public.

“June 12th, Antigua.

“They passed Antigua on the 8th. I am after them. Jamaica is safe, on which I congratulate you.”

His sister, Susannah, writes July 16th, 1805 :

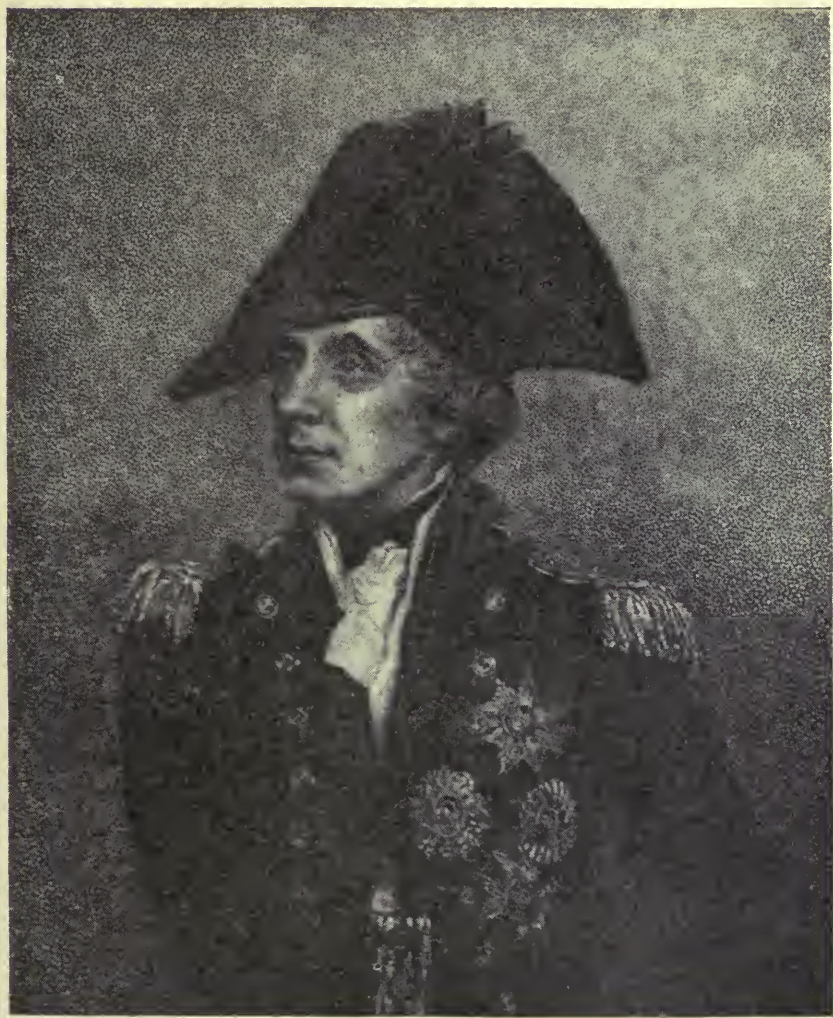
“His name is so terrible to the French Navy that they dare not face him ; he has saved the

West Indies. I am thankful that I have the happiness of calling such a man my brother."

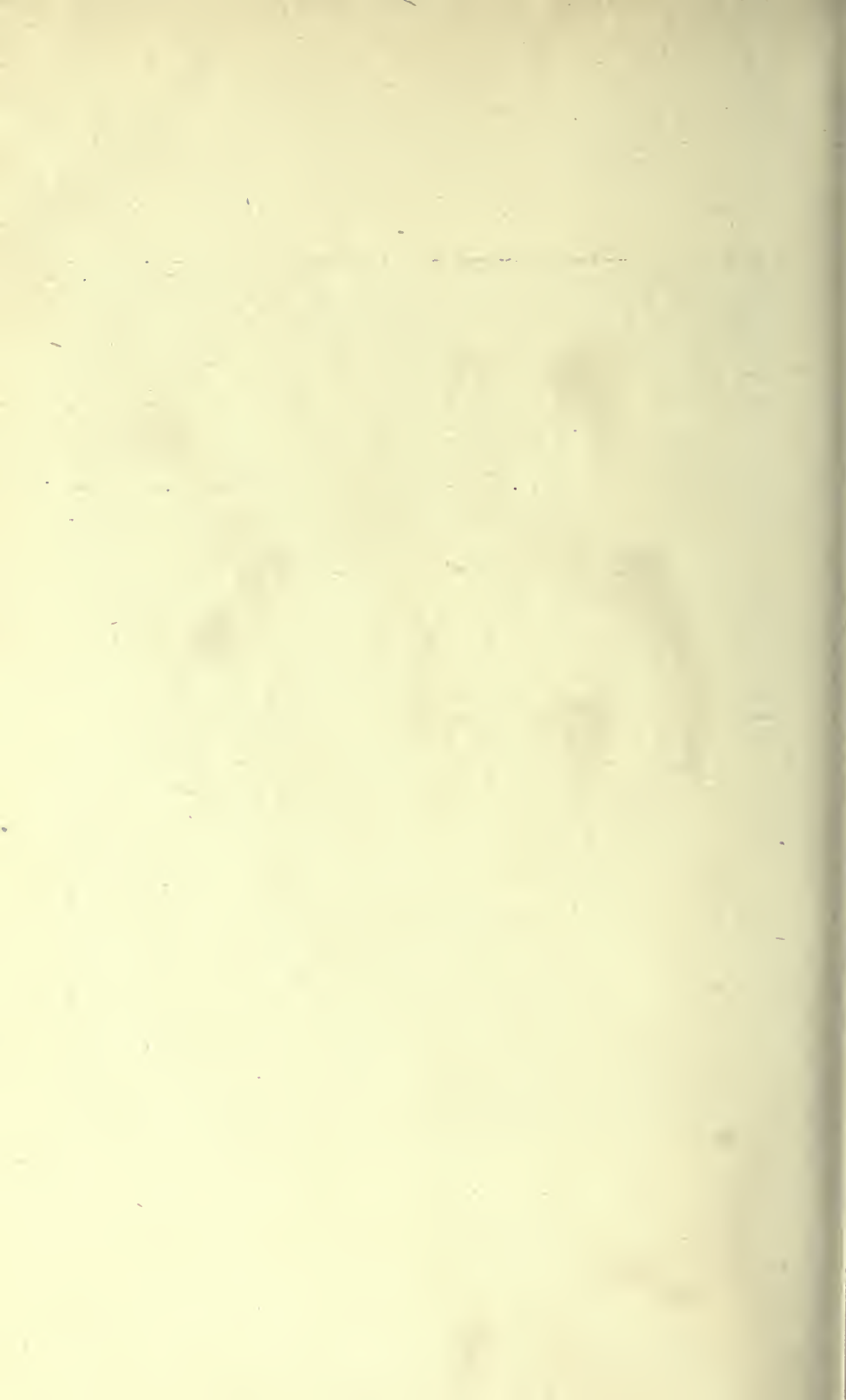
Here comes his letter, with a grand bit on Sir R. Calder's victory :

"August 16th.

"I could not last night sit down to thank you for your truly kind letter and for your large packets of newspapers, for I was, in truth, bewildered by the account of Sir R. Calder's victory, and the joy of the event ; together with hearing that *John Bull* was not content, which I am sorry for. Who, my dear Fremantle, can command all the success which our country may wish? We have fought together, and therefore well know what it is. I have had the best disposed fleet of friends ; but who can say what will be the event of a battle? And it most sincerely grieves me that in any of the papers it should be insinuated that Lord Nelson could have done better. I should have fought the enemy, and so did my friend Calder ; but who can say that he will be more successful than another? I only wish to stand upon my own merits, and not by comparison one way or the other upon the conduct of a brother officer. You will forgive this dissertation, but I feel upon this occasion."



TAKEN AFTER DEATH BY DEVIS, ASSISTANT SURGEON OF THE "VICTORY."



PART V.

ON the 18th of August he reports having joined Admiral Cornwallis off Ushant, and having received orders from him, he proceeded immediately with the "Victory" and "Superb" to Spithead.

The last three weeks at Merton were full of interest, and we find in them, brought out very prominently, the two leading principles of his life.

On his return home he had refused all other invitations, and had invited his sisters and their husbands, and all his nephews and nieces to meet him.

An interesting account of a visit to Merton is given in a book published in 1809, by Mr. J. A. Anderson, a Dane, who had sent some of his works on the history of his country to the Admiral.

He describes him "with flowing locks and in full uniform," which seems to point to his having arrived on the very day of the Admiral's return home. He writes :

"On the 20th of August, 1805, I enjoyed the

honour of an interview with the gallant Admiral. In the balcony I observed a number of ladies who I understood to be Lord Nelson's relations ; entering the house I passed through a lobby, which, among a variety of paintings and other works of art, contained a marble bust of the illustrious Admiral. Here I met the Rev. Dr. Nelson, the present Earl, and was ushered into a magnificent apartment. Chairs having been provided, the Admiral sat down between Lady Hamilton and myself, and having laid my account of the battle of Copenhagen on his knee an interesting conversation ensued. His lordship then conducted me upstairs and showed me a print of our Crown Prince, and of the battle of Copenhagen. Lord Nelson was of middle stature, a thin body, and apparently of delicate constitution. The lines of his face were hard, but the penetration of his eye threw a kind of light upon his countenance which tempered its severity. His aspect commanded the utmost veneration, especially when he looked upwards."

The following account from the Admiral's nephew, George Matcham, Esq., is most interesting :

"I visited my uncle twice during the short periods in which he was on shore. In 1802,

during his visit to Milford Haven; and the second time at his house at Merton in 1805, during the three weeks preceding the 13th of September, when he left to embark at Portsmouth for his last great battle. Lord Nelson, in private life, was remarkable for a demeanour quiet, sedate, and unobtrusive, anxious to give pleasure to everyone about him, by some act of kindness, chiefly to those who seemed to require it most. During his intervals of leisure, in a little knot of relations and friends, he delighted in quiet conversation, through which occasionally ran an under-current of pleasantry not unmingled with caustic wit. At table he was the least heard among the company, and he never voluntarily referred to any of the great actions of his life. He was a true sailor, of a warm and generous disposition, eager to defend an attack upon a friend, or even an enemy unjustly accused; but I never heard a coarse expression come from his lips. Those who knew him best would bear witness to his gentleness, kindness, good breeding, and courtesy."

This description fully agrees with the Admiral's well-known advice to a midshipman :

"Recollect that you must be a seaman to be

an officer, and also that you cannot be a good officer without being a gentleman."

Lord Minto writes :

" I met Lord Nelson in August, 1805, in a mob in Piccadilly. I got hold of his arm so that I was mobbed too. It is really quite affecting to see the wonder and admiration and love and respect of the whole world ; and the genuine expression of all these sentiments at once from gentle and simple the moment he is seen. It is beyond anything represented in a play or a poem of fame."

Lord Nelson said to his gardener, " I hear you are expecting an addition to your family, as I may be called away ,at any moment, I give you £10 for a christening robe."

On the 1st of September, Captain the Hon. H. Blackwood of H.M.S. "Euryalus," brought news of the arrival of the allied fleets at Cadiz. He found the Admiral up at five a.m., and they at once proceeded to town. It is related by Mr. Lathom Browne, that :

" At the Admiralty the First Lord told him to choose the officers he would like to have under his command. 'Choose them yourself,' replied Nelson, 'the same spirit animates the

whole navy : you cannot go wrong.' Wisely he was given unlimited powers, and his secretary was desired to give the names of the ships which he wished to be added to his command."

On Friday, the 13th, he writes in his private diary :

"At half-past 10, drove from dear, dear Merton, where I left all that I hold dear in this world, to go to serve my King and my country.

"May the great God Whom I adore enable me to fulfil the expectations of my country ; and if it is His good pleasure that I should return, my thanks will never cease to be offered up to the Throne of His mercy. If it is His good providence to cut short my days upon earth, I bow with the greatest submission, relying that He will protect those dear to me whom I leave behind. His will be done. Amen, Amen."

His last words on parting with his favourite sister, "Ah, Kitty, that gipsy," referring to a prophecy given in the West Indies that he would reach the head of his profession before he was forty, but that the book was then closed, are an additional



FROM ORIGINAL SKETCH TAKEN AT THE TIME OF HIS LAST VISIT.

proof that he left the country with a strong pre-sentiment of his death.

It is noteworthy that at such a time he should not have forgotten his brother Maurice's relict, directing his lawyer to pay her debts and the rent of her house, in addition to an allowance he had already given her. Lady Hamilton well fulfilled his wishes by taking "poor blind Mrs. Nelson" to live with her at Merton till her death.

On leaving the shore at Portsmouth, the people knelt down and asked his blessing. Turning to Captain Hardy, he said, "I had their huzzahs before, I have their hearts now."

These extracts from two letters of Sir Edward Codrington to his wife, speak volumes :

"Please send us Nelson, we are having a miserable time ; no communications allowed with the shore, and we are only summoned to the Admiral's ship to sit on a Court Martial on some unhappy sailor."

This is followed by :

"Nelson has arrived ; boats are ordered at once to go on shore to bring vegetables for the fleet ; all the officers are to dine in succession on board the ' Victory,' and as it was the first

time I had served under him, I was specially summoned that he might give me your letter with his own hand."

Nelson writes on September the 30th:

"My dear Ball,—I got fairly into the Fleet yesterday, and under all circumstances I find them as perfect as could be expected. The force is at present not so large as might be wished, but I will do my best with it; they will give me more when they can, and I am not come to find difficulties, but to remove them."

He writes to Collingwood on October 9th:

"I send you my plan of attack, as far as a man dare venture to guess at the very uncertain condition the enemy may be found in. We can, my dear Coll, have no little jealousies. We have only one great object in view, that of annihilating our enemies and getting a glorious peace for our country."

On October 13th he reports to the Admiralty:

"His Majesty's ships 'Agamemnon' and 'L'Aimable' joined this forenoon, and the 'Prince of Wales,' bearing the flag of Vice-Admiral Sir Robert Calder, leaves the fleet

this evening with orders to proceed direct to Spithead. The Vice-Admiral takes with him the captains of His Majesty's ships 'Thunderer' and 'Ajax,' whom I have permitted to accompany him, for the purpose of attending the Court requested by that officer on his late conduct between the 22nd and 25th of July last, which I hope, for the reasons I have before stated, their lordships will be pleased to approve of."

Ships were wanted but Nelson would not damage Calder's case by sending him home in another vessel.

In his private diary he writes on October 19th :

"Fine weather, wind easterly. At half-past nine the 'Mars,' being one of the look-out ships, repeated the signal 'that the enemy was coming out of port.' Made the signal for 'a general chase S.E.'; wind at south, Cadiz bearing E.N.E. by compass, distant sixteen leagues. At three the 'Colossus' made the signal 'that the enemy's fleet were at sea.' In the evening directed the fleet to observe my motions during the night, and for 'Britannia,' 'Prince,' and 'Dreadnought,' they being heavy sailers, to take their stations as convenient; and for 'Mars,' 'Orion,' 'Belleisle,' 'Leviathan,' 'Bellerophon,'

and 'Polyphemus,' to go ahead during the night, and to carry a light, standing for the Straits' mouth."

On October the 20th, he notes :

"Fresh breezes S.S.W. and rainy. Communicated with 'Phœbe,' 'Defence,' and 'Colossus,' who saw near forty sail of ships of war outside of Cadiz yesterday evening; but the wind being southerly they could not get to the mouth of the Straits. We were between Trafalgar and Cape Spartel. The frigates made the signal that they saw nine sail outside the harbour; gave the frigates instructions for their guidance, and placed 'Defence,' 'Colossus,' and 'Mars' between me and the frigates. At noon fresh gales and heavy rain; Cadiz N.E. nine leagues. In the afternoon Captain Blackwood telegraphed that the enemy seemed determined to go to the westward; and that they shall *not* do, if in the power of Nelson and Bronte to prevent them.

"At five telegraphed Captain Blackwood that I relied upon his keeping sight of the enemy. At six o'clock 'Naiad' made the signal of 31 sail of the enemy N.N.E. The frigates and the look-out ships kept sight of the enemy most

admirably all night, and told me by signals which tack they were upon. At eight we wore, and stood to S.W., and at four a.m. wore, stood to the N.E.”

The last entry in his diary is on the 21st of October, 1805 :—

“At daylight saw the enemy’s combined fleet from East to E.S.E.

“He called the acting signal lieutenant (Mr. Pasco) to him, and after reflecting for a few minutes he said, ‘Make signal to the fleet that England confides in every man to do his duty.’ Pasco suggested ‘expects,’ as there was a signal for that word in the vocabulary. Nelson consented, and added, ‘Make it quickly,’ as I have one more signal to make—Close action.’ Then at 11.15 flew out the flags of that ever-memorable signal.

“‘England expects every man will do his duty.’

“‘Now,’ said Nelson, ‘I can do no more, we must trust to the great Dispenser of all events, and the justice of our cause. I thank God for this great opportunity of doing my duty.’

“When Blackwood suggested that he should transfer his flag to some other ship in a less exposed situation, ‘No, Blackwood,’ replied

Nelson, 'on such occasions as these it is the Commander-in-Chief's duty to set the example.'

NELSON'S LAST PRAYER.

"May the Great God, whom I worship, grant to my country, and for the benefit of Europe in general, a great and glorious victory ; and may no misconduct in any one tarnish it ; and may humanity after victory be the predominant feature in the British fleet. For myself, individually, I commit my life to Him Who made me, and may His blessing light upon my endeavours for serving my country faithfully. To Him I resign myself and the just cause which is entrusted to me to defend. Amen. Amen. Amen."

"Never allowing mere personal comfort to interfere with what he considered to be the good of the service, Lord Nelson, when the 'Victory' was fitting to receive his flag, ordered the large skylight over his cabin to be removed, and the space planked up, so as to afford him a walk amidships clear of the guns and ropes. Here, along an extent of deck of about twenty-one feet, bound abaft by the stanchion wheel, and forward by the combings of the cabin ladder way, were the Admiral and Captain Hardy.
 . . . At about 1 h. 25 m. p.m., just as the

two had arrived within one pace of the regular turning spot at the cabin ladder way, Lord Nelson, who, regardless of quarter-deck etiquette, was walking on the larboard side, suddenly faced about. Captain Hardy, as soon as he had taken the other step, turned also, and saw the Admiral in the act of falling. He was then on his knees with his left hand just touching the deck. The arm giving way Lord Nelson fell on his left side, exactly upon the spot where his secretary, Mr. Scott, had breathed his last, and with whose blood his lordship's clothes were soiled. On Captain Hardy's expressing a hope that he was not severely wounded, Lord Nelson replied, 'They have done for me at last, Hardy.' 'I hope not,' answered Captain Hardy. 'Yes, my backbone is shot through.' The wound was by a musket ball, which had entered the left shoulder through the fore part of the epaulet, and, descending, had lodged in the spine."

The following extracts are taken from the narrative of Dr. Beatty, surgeon of the "Victory":

"The Captain ordered the seamen to carry the Admiral to the cockpit. . . . While the men were carrying him down the ladder from the middle deck . . . he took his

handkerchief from his pocket and covered his face with it, that he might be conveyed to the cockpit at this crisis unnoticed by the crew. As he was taken down he noticed that the tiller ropes had been shot away, and ordered new ones to be immediately wove. The surgeon, on looking round, saw the handkerchief fall from his lordship's face, when the stars on his coat, which had also been covered by it, appeared. Mr. Burke, the purser, and the surgeon ran immediately to his lordship's assistance, and took him from the arms of the seamen who had carried him below.

"In conveying him to one of the midshipmen's berths, they stumbled, but recovered themselves without falling. Lord Nelson then enquired who was supporting him, and when the surgeon informed him, his lordship replied: 'Ah, Mr. Beatty! You can do nothing for me. I have but a short time to live, my back is shot through.' He was laid upon a bed, stripped of his clothes, and covered with a sheet. His wound was here examined, but he was not then told it was a fatal one.

"Then came an ardent thirst. He called frequently for drink and to be fanned with paper. 'Fan, fan, drink, drink.' This he continued to do until a very few minutes before he

expired. Mr. Burke told him the enemy were decisively defeated, and that he hoped that he would still live to be the bearer of the joyful news. 'It is nonsense, Mr. Burke, to suppose I can live. My sufferings are great, but they will all be soon over.'

"After about an hour and ten minutes Hardy came. They shook hands affectionately, and then Nelson said, 'Well, Hardy, how goes the battle? How goes the day with us?' 'Very well, my lord; we have got twelve or fourteen of the enemy's ships in our possession; but five of their van have tacked, and show an intention of bearing down on the 'Victory.' I have, therefore, called two or three fresh ships round us, and have no doubt of giving them a good drubbing.' 'I hope,' said Nelson, 'none of *our* ships have struck, Hardy!' 'No, my lord, there is no fear of that.' Nelson then said, 'Hardy, I am a dead man, Hardy; I am going fast; it will be all over with me, soon. Come near to me.' . . . Mr. Burke was about to withdraw at the beginning of this conversation, but Nelson perceiving his intention, desired him to remain. Captain Hardy observed 'that he hoped Mr. Beatty could hold out some prospect of life.' 'Oh, no, it is impossible. My back is shot through. Beatty will tell you so.' After a

parting shake of the hand, Hardy returned to the deck.

"About fifty minutes after, Hardy returned. They again shook hands, and while the Captain retained Nelson's hand, he congratulated him, even in the arms of death, on his brilliant victory, which, he said, was complete; though he did not know how many of the enemy were captured, as it was impossible to perceive each ship distinctly. He was certain, however, of fourteen or fifteen having surrendered. 'That is well, but I bargained for twenty;' and then, emphatically, '*Anchor, Hardy, Anchor.*' 'Yes, for if I live, I'll anchor.' He then told Captain Hardy 'he felt in a few minutes he should be no more,' adding in a low tone, 'Don't throw me overboard.' 'Oh, no, certainly not,' replied Hardy. 'Then you know what to do, . . . kiss me, Hardy.' The Captain now knelt down and kissed his cheek, when Nelson said: 'Now I am satisfied; thank God I have done my duty.' Hardy stood for a moment or two in silent contemplation; he knelt down again, and kissed his lordship's forehead. Nelson said, 'Who is that?' 'It is Hardy,' answered the Captain. 'God bless you, Hardy.'"

The attack which Nelson planned was put into execution in the most admirable style. It was made

in two distinct bodies. It was impetuous and surprised the French; their van was cut off and paralysed by one division, while the other crushed their rear. This was "the Nelson touch," and the whole combined fleet were annihilated. Those who sailed away were afterwards taken, and those which escaped into Cadiz never put to sea again. If Nelson's desired signal, "Anchor," could have been carried out, many more prizes would have been secured.

Britons, your Nelson is dead.

Trust not in an arm of flesh, but in the living God.

What said the brave Nelson, Duncan, Howe?

"God has given us the Victory."

His arm is not cold in death, nor shortened that it cannot save.

Britons, fear God; fear sin, and then
fear nothing.



"ENGLAND'S ADMIRAL" MEDAL.

STRUCK AFTER HIS DEATH.



THE "VICTORY."

Like an ancient seer she lies,
Burdened with vast prophecies,
Holding, from her silent bed,
Speech with her immortal dead.

Round her berth the tall cranes swing,
Hammers on the anvils ring,
With great engines pulsing slow
The busy cruisers come and go.

Once she took, with all the pride
Of snowy sails, the outward tide
Moving on her long sea way,
Out to far Trafalgar Bay.

And her grim guns thundered then,
Crying to the souls of men,
As she leapt with eager life
To the fury of the strife.

Now, like some old seer, she lies
Wrapt in mighty memories;
O'er whose eyes the films of sleep
Slowly, softly, dimly creep.

So she lies. But he who lent
Her his name magnificent,
As the last his love could give.
Gave his life and bade her live.

W. G. T.

LEADING EVENTS.

PART I.

1758	September 29	Born.
1770		Midshipman of "Raisnable."
1771		To West Indies in a merchant ship.
1772	to July	Midshipman, "Triumph."
1773	August	To the North Pole in "Carcass"; Nelson and the Bear.
1774-6	Feb. to Aug.	"Triumph," "Seahorse," to East Indies, and "Dolphin."
1777	April 8	Passed examination for Lieutenant.
	April 9	Lieutenant of "Lowestoffe."
1778	December 8	Commander, "Badger" Brig in West Indies.
1779	June 11	Post-Captain, "Hinchinbrook."
1780	January	San Juan Expedition.
	August	Invalided home; at Bath.
1781	August	Appointed to the "Albemarle" 28.
	October	Employed in the North Sea.
1782	April to Nov.	American Station.
1783	Jan. to July	West Indies; attempt on Turk's Island.
	July 3	Paid off "Albemarle"; on half pay.
	November	Visit to France.

1784	March to May, 1787	Captain of the "Boreas" 28, Leeward Isles Station. Engaged in suppressing the illegal traffic in the Leeward Islands.
1787	March 12 July 4	Marriage with Mrs. Nisbet. Spithead on half pay, till January, 1793.

PART II.

1793	January 30 May	Appointed to "Agamemnon" 64. To Mediterranean under Lord Hood.
1794	April to May June to August	Siege and capture of Bastia. Siege and capture of Calvi; loss of his right eye.
1795	March April 4 July 13 and 14	Action with the "Ca Ira." Distinguishing Pendant. Lord Hotham's second action.
1796	August 11	Broad Pendant with a Captain.
1796	The whole year	Gulf of Genoa and Corsica; Capture of "La Sabina," Spanish frigate; Rescuing Hardy in the "Mi- nerve."
1797	February 14 July 3 July 23 and 24	BATTLE OF ST. VINCENT. Bombarding Cadiz; desperate action with Spanish gunboat. Attacks on Santa Cruz; loss of his right arm; invalided home; REAR-ADMIRAL OF THE BLUE.

PART III.

1798	March 29 April 30	Hoists his flag on the "Vanguard." Joins Lord St. Vincent's fleet in the Mediterranean.
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1798	May 2	Appointed to the detached squadron.
	May 20	The storm; "Vanguard" dismasted.
	June and July	The chase after the French Fleet.
	August 1 and 2	BATTLE OF THE NILE; his letter to Lord Howe.
1799	August 5	Sailed for Palermo with the King; taking of Rome.
	August 13	CREATED DUKE OF BRONTE.
	August 20	Letter to Sir Sidney Smith.
1800	January 14	Joins Lord Keith's Fleet.
	February 18	Capture of "Le Généreux."
	March	Capture of "Le Guillaume Tell."
	June 10	Sailed from Palermo to Leghorn with the Queen of Naples and family and the Hamiltons.
	June 14	The Queen landed at Leghorn.
	June 17	Nelson with the Hamiltons; left on their way to England through Germany.
	July 13	Struck his flag.
	November 6	Landed at Yarmouth.
1801	January 1	VICE-ADMIRAL OF THE BLUE; hoists his flag in the "San Josef."
	January 13	Visits Mrs. Westcott at Honiton.

PART IV.

1801	February	Shifted flag to the "St. George;" joined the Baltic Expedition under Sir Hyde Parker.
	March 12	Sailed with the fleet.
	March 29	Shifted flag to the "Elephant."

1801	April 2	BATTLE OF COPENHAGEN.
	April 9	Signed Armistice with Denmark.
	May 22	VISCOUNT NELSON; Commander-in-chief in the Baltic.
	June 19	Resigned the command and sailed for England.
	July 24	Commander-in-chief of Squadron to resist Boulogne Flotilla.
	August 16	Unsuccessful attack on the Flotilla.
1802	January	Vice-Admiral in command of Channel Fleet; death of Parker.
	April 10	Struck his flag; Peace of Amiens; letter on leaving Burnham Thorpe.
1803	May 15	Commander-in-chief in the Mediterranean.
	July 1	Joined the fleet off Toulon; commencement of blockade.
1805	March 30	Final escape of the French Fleet; Nelson in pursuit.
	June 1	Nelson at Barbadoes; letter to Simon Taylor, Esq.
	June 13	Sailed from Antigua, in pursuit of French Fleet, to England.

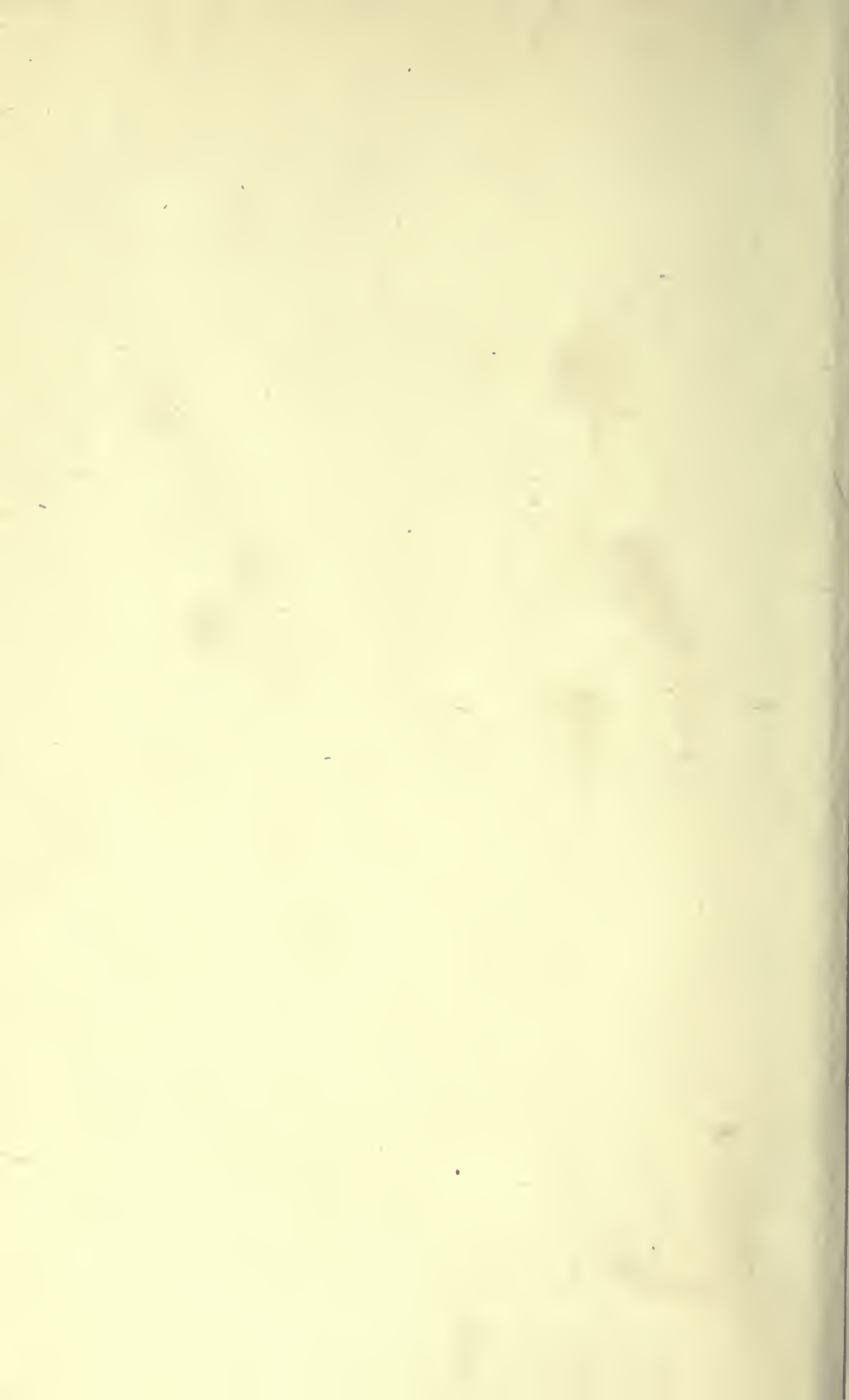
PART V.

1805	June 18	Letter on Sir R. Calder's victories.
	August 13	Home; struck his flag, and last fortnight at home.
	September 15	His last command; sailed for Cadiz.
	September 20	Joined fleet off Cadiz.
	October 21	Battle of Trafalgar. Death of Nelson.

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Viscount

The Nelson whom Britons
love 2d ed.

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